1995 January Info. Is Key to Hobby from Pres. Bob Charles

Information is key to the hobby

Happy New Year! This month I would like to return to Chattanooga and look at the other half of our Headquarters, the Kalmbach Memorial Library.

I wonder how many of us have really thought about how important information is to our hobby? Without a source, much of the routine information we have would be unavailable to us and modeling as we know it would be virtually impossible.

Where does one go to find the specialized information needed to model accurately? Whether the prototype is real or free-lanced, we still need accurate information and so do the manufacturers who provide our equipment. That's one reason our Kalmbach Library was founded in 1986 — to help modelers and researchers alike with easy questions as well as the mind-benders. In my case, the library helped me identify some builders' plates I bought on pure speculation. It turned out they were PRR and Union Railroad respectively. Boy, was I happy.

Library staff members are eager to handle our requirements, all we have to do is ask. Gregg Ames, library director; Connie Rudder, operations assistant; and David Lowe, research assistant, have a wide range of reference and research material at their fingertips. It includes books and articles about prototypes and model railroading, technical research on equipment specifications, paint schemes, numbering sequences, and a host of support through other libraries.

Besides answering our questions, the library staff plays an important role in helping manufacturers develop accurate models, certainly an important benefit to us all. Other library services include: audiovisual loans, listings of numerous photos and slides available for sale from the library, sales of clinic and symposium books as well as out-of-print books and magazines that are excess to the collection.

Recently, the library underwent an extensive $350,000 renovation to allow our collection to be maintained under proper archival conditions. Temperature and humidity are controlled within a narrow range and dust, a real enemy of film and prints has been virtually eliminated. The basement was finished and a compact, moveable set of storage shelves were installed which, appropriately, roll on rails for easy access.

Windows in the library were covered with a special material that keeps out ultraviolet light which can fade and damage the treasures within. Besides all that the entire perimeter of the library, both floors, was enveloped with a three-inch vapor barrier to ensure optimal environmental conditions.

With the installation of these and other renovations, the NMRA has a library that can provide archival storage and access to the most valuable of collections.

Have *YOU* ever considered donating material to the library? Talk to Gregg Ames about the possibilities. It is satisfying and can be tax-advantageous.

So, how can you benefit from the services of our library? First off, get to know what they are! The library has a new brochure entitled *The Kalmbach Memorial Library: What's In It For You?* It describes services and the collection. Call or write the library for your copy and let them show you they really live up to their motto: "Preserving the Past and Promoting the Future of Model Railroading!"•

1995 January

John Saxon reported as new MMR #203

Jan Jester reported as new MMR #209

1995 March

Rodger Gredvig reported as new MMR #218

Bruce Brintall reported as new MMR #183

1995 February

CSX, NS, NMRA and CNN — Just a few things to do in Atlanta

I still remember the first NMRA national convention I ever attended. It was the 50th anniversary, and was being held in Milwaukee, the birthplace of the NMRA.

It hardly seems like ten years have gone by, but we are again inching towards another anniversary, this time it's the 60th.

For this anniversary the convention will be held in Atlanta. I know the gang down in Atlanta is planning a great birthday party for the association. One way I can tell it's going to be a great convention is by looking at the registration packet contained in this issue. It begins on Page 17 and fills the next 19 pages. That's four more than last year!

In those 20 pages you'll find events that range from steam excursions to a visit to Covington, Ga., one of the few towns spared by Sherman on his march to the sea during the Civil War.

There are also plenty of layout tours to choose from. Not only are there tours of the layouts in the Atlanta area, there are layouts on display in Peachtree and other Georgia towns as well as Birmingham, Ala.

Of course if prototype tours are up your alley you'll want to check out the CSX rail facilities tour, or a CSX railfanning trip. Norfolk Southern is also featured on several tours, including one that heads to the road's Southern Training Center.

Industrial tours include MARTA, Atlanta's rapid transit system and the Vulcan materials quarry where a great deal of rail ballast is mined in an operation that features a GE 44-tonner.

Then there is the FAA center in Atlanta, where you can find out how "dispatchers" for the winged form of transportation do their jobs.

There is also a tour of Green Frog Productions and a visit to the General in Kennesaw.

Non-rail tours include a banquet at the Georgia Railroad depot., the headquarters of Cable News Network and Coca Cola, Calloway Gardens and Warm Springs and the Atlanta History Center.

More than 90 clinicians have agreed to make presentations during the convention as well. The theme is "Trains, Tradition and Technology."

Finally, there is a tour to Chattanooga, Tenn., home of the National Model Railroad Association.

The tour includes a visit to the Tennesee Valley Railway Museum (right out the back door of the headquarters office). I had the pleasure of visiting the headquarters office and museum this summer. I can tell you it is worth the trip. The museum has fine collection of equipment and offers rides behind steam through the 1858 Missionary Ridge Tunnel. That trip will be included on the convention tour.

At the headquarters office you can see what the association is doing to preserve railroad and model railroad history through the efforts of the library. You may even get a look at the library's industrial railroad in the basement. OK, I'm exaggerating a little, but the library does have a railroad of sorts — it's a special set of shelves that are mounted on rails to maximize space and conservation of materials.

You'll also get to meet with the many people who keep the day-to-day workings of the association moving.

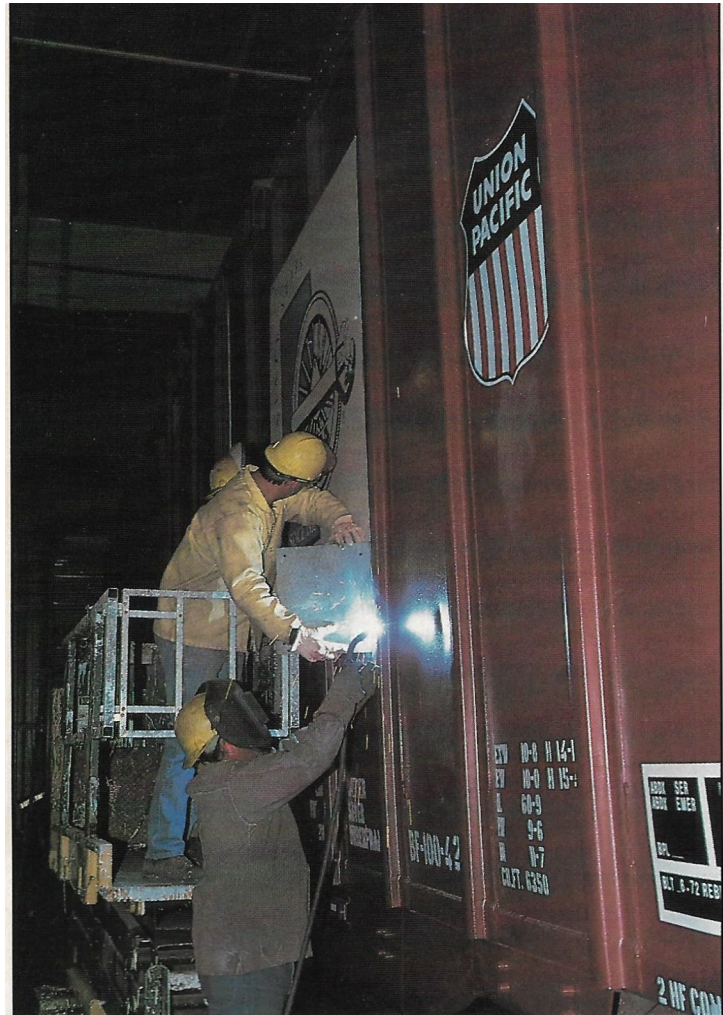
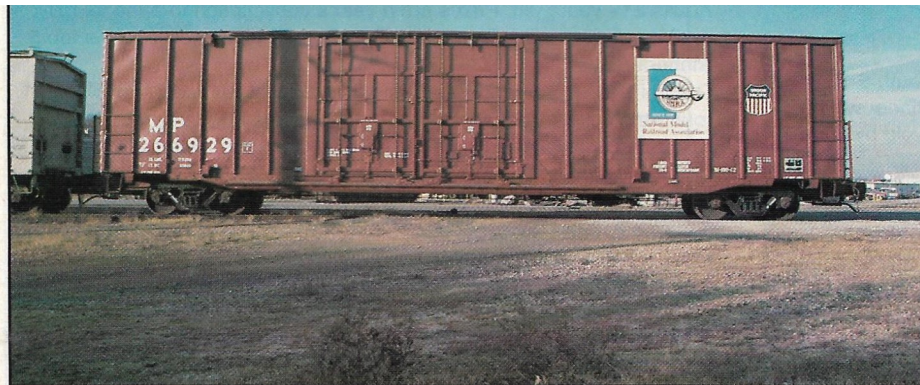
See you at the convention!•

1995 February

Charles Brown reported as new MMR #212

Don Buckley reported as new MMR #199

A

1995 March **UP RR Honors NMRA for its 60th Anniversary!**
The logo was designed by Member William Boyce III of Lititz, PA

Union Pacific welders attach a plate carrying the NMRA's 60th anniversary logo to the side of the official NMRA boxcar.

The NMRA 60th anniversary boxcar sits outside Union Pacific's Desoto shops after being painted.

1995 March New Executive Director on the Job

It was over a year ago that the Board of Trustees decided to hire an executive director. In October, the person they selected to fill that role began work at the headquarters office in Chattanooga.

Then-President Eric Lundberg named Peter Jehrio to the post at August's annual meeting held in Portland, Ore.

Peter came to the NMRA from the American Philatelic Society, a 55,000-member, nonprofit organization of stamp collectors based in State College, Pa. President Bob Charles said Peter's experience with a nonprofit organization of similar size was a key factor in the decision to hire him. As important, he said, was Peter's extensive background in management.

"Peter has more than 20 years of business experience in both the nonprofit and profit sectors," Charles said.

Peter was chosen by a committee made up of Charles, Executive Vice President Allen Pollock, Treasurer Tom Draper, Secretary William Becker, Trustee Clark Kooning and Publications Department Chairman Dave Cichy. Cichy, an executive personnel manager, organized the search.

"Basically we were looking for somebody who had a lot of administrative experience and knowledge," Cichy said, "someone that could handle the business side of the association and someone with a diverse background who could cope with the different challenges facing us."

One part of Peter's background was a bonus: he has an interest in model railroading. Though he doesn't have his own layout, Peter has written several books about prototype railroading and has been a railfan as long as he can remember.

"I think his interest in railroading was certainly a bonus, but that was not necessarily something that was a must-have for the new executive director," Charles said.

Peter also brings extensive experience in supervisory and management training with him. He came through to the search committee as a hands-on professional.

"We posed a number of different questions or problems to him and without really working up a sweat he came across with some very straightforward answers. And, they were not the type of answers you see from someone who read a book about interviewing," Cichy said.

At the American Philatelic Society, Peter was Director of Education.

While in that position he developed and administered an extensive slide and video program library and developed, directed and promoted several classes and home study educational programs including a joint program with Penn State University. He also established a successful track record in private grant preparation and fundraising and has served as liaison with the national youth-oriented philatelic groups.

Prior to the American Philatelic position, Peter served as an assistant professor of business at Buffalo State College. He also served as director of operational audits and development, director of administrative operations and director of corporate management services for a financial services and health spa operations company. He has served as a consultant in the field of management and human resource development and as senior project manager for a major consulting firm specializing in productivity improvement.

Peter has worked with a number of clients on projects involving operational and organization development, publications, marketing, promotion and public relations. He has edited three acclaimed historical photo-essay calendars and written articles and commentaries for magazines, journals and newspapers.

Peter holds a Master of Administrative Science degree from Johns Hopkins University and a B.A. in English from State University of New York at Buffalo.

Peter's goals

In his several months on the job, Peter has had time to outline some of his goals.

"The bottom line is improving the services that we provide to the members," he said. "And in that my overriding objective is to professionalize the operation."

"Our bottom line is to run it like a business and my background is well suited to that," he said.

Improving quality and speed of services is paramount, but it is also important that the association get maximum bang for its buck.

"I would echo what Bob Charles said in a recent president's column, 'We want to control our costs to maximize the value of every member's dues dollar,' " Peter said.

Along with controlling costs and improving services, Peter is looking for ways to improve the variety and value of services provided.

"A good example of that would be in what we are doing with the library," he said.

Peter Jehrio

"We are starting a book publishing operation which we will be announced in future issues of *The Bulletin*."

Peter has also begun working with the staff to set up educational services such as courses and seminars dealing with model railroading.

"For instance we may do correspondence courses like those I worked on for the Philatelic Society. Those were some of the most popular courses Penn State ever offered," Peter said.

Another option is to run a series of seminars at the headquarters in Chattanooga. "These would be about a week long, where people could get into a subject in depth," he said.

Of course, one of the most important goals is to improve the association's efforts at signing up new members and retaining those who are currently on board.

That, he says is his greatest challenge.

"The NMRA has had some considerable growth over the past 10 or 15 years," he said. "Sometimes when you have been successful, it is difficult to change and improve the operation and make it even more successful."

Bob Charles knows Peter is the best man to make that additional success happen.

"Peter is a bright guy," Charles said, "He has a lot of great ideas and I think we're going to see great things out of him."•

1995 April Checking Signals column by President Bob Charles

STANDARDIZED PLUG FOR COMMAND CONTROL and

NMRA PRESENCE ON THE INTERNET

NMRA provides leadership for the hobby

With the completion of the 1995 mid-year Board of Trustees meeting, I am happy to report some events of long term significance occurred. I would like to comment upon two in particular — the adoption of a Digital Command Control plug Recommended Practice and approval of an official Internet presence for the association.

With the adoption of NMRA standards for Digital Command Control, the next step was to provide a standardized plug for use in the locomotives to interface with the systems. This provision allows manufacturers to provide such a plug with the assurance that systems will be able to interchange easily with their equipment and be installed with ease by the user. As you have probably seen in advertising by several manufacturers, this plug is rapidly becoming a standard inclusion in equipment being brought to market today. The result is reduced cost and reduced effort on the part of the modeler. This is a good example of the NMRA at work for you. Your membership in NMRA is thus providing benefit to the entire hobby.

The second event was the approval of an NMRA presence on the Internet, which will be a reality by the time you read this. Internet is the largest of all of the interconnected computer networks, and can be accessed from many of the commercial network services such as CompuServe or America Online. While all of us may not be computer literate, or even have access to a computer, there is no denying that computer networking is the fastest growing method of communication. It is, I believe, important that NMRA participate in this "revolution," as those who will form the future of the hobby are likely to be found there.

The key to why your board chose to become involved in Internet is simple. As the leading spokesman for the hobby, we need to continue to expand our communication to member and non-member alike. Our standards and recommended practices need to be widely circulated to support and ensure the ability for manufacturers to easily conform. Our services need to be widely available and understood. Establishment of a Web Site on the World-Wide-Web (WWW), the fastest growing network resource on the Internet, allows our information to be instantly available at the point and time of need. This will mean growth for NMRA.

There are many things we will be placing on our WWW site. Details are being worked out as I write this, but our presence will probably include things such as convention information; national, regional and divisional contacts and meeting dates; achievement program requirements; member services available; benefits of membership; membership application; data about the Kalmbach Memorial Library; and on and on. The point is, anyone desiring information about the association will need look no further than his own computer to get it. NMRA is looking to the future of the hobby, and I believe this first, cautious step, is a step in the right direction.•

1995

Joe Robertson reported as new MMR #216

Bob Willer reported as new MMR #222

1995 April

Hobby is on the verge of a revolution

In the past 60 years there have been a handful of things that have brought about fundamental change in the hobby — standardized voltage, standardized scales, standardized wheels. The common thread in all of these changes was the adoption of a standard.

Today, we stand on the verge of another revolution in model railroading — the Digital Command Control standard. Now I'm sure many of you are thinking to yourself that block control and conventional throttles have served the hobby faithfully for years, and the DCC standards will not affect you. I'm going to go out on a limb here, but I think DCC will have as great an impact on the hobby as did the standardization of scales, wheels and voltage. All these things brought about greater involvement in the hobby because they allowed modelers to easily interchange equipment. That interchange led to people becoming more active in the hobby, which spurred manufacturers to increase output, which led to better and less expensive equipment and so on.

So how does all this relate to my prediction of a DCC revolution? Read on.

Let me start off, by explaining why I think command control systems have never caught on in a big way. They weren't interchangeable. If I chose the Acme Commander system and my friend chose the World Industries system we couldn't easily move locomotives between the two layouts. Likewise, if I installed the Acme system in my locomotives, I couldn't take them down to the model railroad club and operate them.

Now that there is a *standard* for command control, my DCC equipped locomotives will run on any DCC layout, regardless of which brand of throttles the layout owner has installed. And, not only will my DCC equipped locomotives run on any DCC layout that conforms to the standard, the standard recommends that the decoders allow the locomotive to be operated on a conventional layout as well. That means if I equip my locomotives with receivers that follow the NMRA recommended practice, I don't have to worry whether they will work when I take them to another layout. And if I don't have to worry about compatibility, I am more likely to equip my locos with DCC.

The second reason I expect a DCC revolution is cost and time. I recently figured the total cost of wiring for conventional block control at about $750 for an average layout including the cost of the throttles and power supply. On top of the cost there are many, many hours involved in wiring the system.

With DCC you still need (in my opinion) electrically insulated blocks so you can troubleshoot the layout if a short or other electrical problem occurs. But you don't need the rotary switches, dozens of terminal blocks and other attendant wiring. DCC is pretty straight forward. You hook up two wires to the track, place sockets for the hand helds around the layout and go.

A basic DCC system and six decoders will cost about $1,000 in today's market. So for $250 more you have a state-of-the-art control system that is completely compatible with any other DCC equipped locomotive. *Plus,* you have saved the time that all that wiring would have took.

Finally, just as when anything is standardized, there will be increased competition. Increased competition means decreased cost. Lower costs mean greater sales which means the price will again fall.

DCC will revolutionize the hobby. Check it out if you get the chance.

1995 April **The X2F and a UNIVERSAL coupler pocket**

By: Larry R. Long, MMR

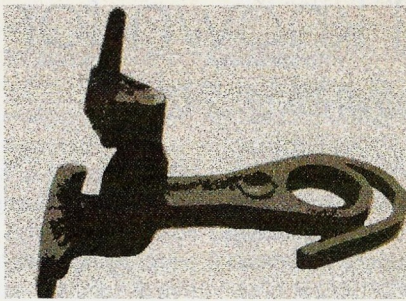
You might think that after 40 years, everyone would know by now, the true story behind the X2f coupler. However, after reading the Railway Post Office section of the June 1994 issue of *Model Railroader* magazine, it is obvious that some serious confusion still remains.

The RPO contained a letter written by Chuck Helfer of Salt Lake City, Utah. Mr. Helfer's comments were critical of the NMRA and the X2f coupler; the latter of which he called the "Edsel of the hobby" and "a joke."

I can only assume that our fellow modeler from Utah was not around in 1954, when as a wide-eyed sixth grader, I was just beginning to dabble with the idea of switching from Lionel O-27 to HO scale. The NMRA, in a sincere effort to fulfill part of its stated constitutional mission to "assemble, define, set up, investigate and publish model railroad standards for the better interchange and operation of model railroad equipment," appointed a committee to investigate a way to solve the chaos resulting from the lack of a universal coupler.

It was certainly not a simple matter of choosing between various makes from several competitive manufacturers already on the market — there was NO adequate coupler then available for NMRA consideration. If anyone doubts that statement, I might suggest that they dig out a few old issues of *Model Railroader* or *Railroad Model Craftsman* from that era. The Track Side photos would indicate that if there was a semi-standard coupler, it was probably the Mantua loop style automatics.

Mantua's May 1954 ad in RMC asks; "Do you use Mantua Automatic Couplers? Most everyone in HO Does." Rolling stock building projects, when it came to the coupler part, would simply say, "install the coupler of your choice."

Dummy couplers were also very common because of their more prototypical appearance. The America's Hobby Center ad in the November 1954 issue of *RMC*, listed couplers manufactured by such companies as Varney, English,

The X2f did get our model manufacturers to adopt something that was truly universal — the coupler pocket.

Mantua, Devore, Roundhouse, Hobbyline, High-Baller's and Kadee. None of these could have even been remotely considered "universal" at the time. The X2f coupler had enough impact on the hobby that it was still a topic of the model press ten years later. Quoting from the March 1964 issue of *Model Railroader* magazine; "While the NMRA did not accept the design as standard, it was taken up by the train set manufacturers and soon most train sets and car kits were equipped with one sort or another of horn-hook coupler. This was a boon to the hobby. Before this there was no one coupler acceptable to all train set makers."

Don't get me wrong; I too, am a happy Kadee user, and have been for well over 20 years. But I wasn't always. There was a time when I considered myself fortunate to have the luxury of choosing that funny looking X2f coupler that came with every kit. It certainly did what it was intended to do. Anyone that bought a car kit that day, could put it together and operate it on my model railroad, as well as their own! In fact, even today, like most modelers, I always maintain at least one "transition car" to accommodate the inevitable horn-hook equipment car or locomotive that finds its way onto Missouri Valley property. No Mr. Helfer, it was not then, and it is not now, an NMRA coupler. Nor does the NMRA, through some Mystical Executive Order, mandate that model railroad manufacturers continue to include the horn hook coupler in the box with each kit.

But, to its credit, the X2f did get our model manufacturers to adopt something that was truly universal — the coupler pocket that will usually hold a Kadee No. 5 coupler.

I, perhaps as you do, throw my horn hooks away as soon as I begin assembling almost any kit. I doubt seriously that they cost much more than a few pennies or so to produce, so I really doubt that your suggestion of passing the savings along to the customer would be all that significant. But you know, I'll bet you that there is still a wide-eyed sixth grader or two out there, who still struggles with even a simple kit. And I have a hunch that he or she is very grateful to have the "free" coupler provided in the box. Let's get everyone "hooked" on the hobby first, the Kadees can come later.

1995 June Member Aid Program Gearing Up

BY WIL SEAVER,
NMRA MEMBER AID COMMITTEE CHAIR

Have you ever had a problem within the hobby? Couldn't make that engine run well? Didn't know where to find a much-needed replacement part? Had a hard time locating an out-of-production kit? Had no knowledge what materials you needed for scenery?

Chances are the answer is yes. Could these problems have been solved by being able to contact some other like-minded model railroader for help? This is what Member Aid is all about… helping others to enjoy our hobby more!

As the new chair of the Member Aid Committee, I need your help in locating members who are eager to help others by providing Member Aid. I want to build a network of Member Aid Committee members by having one in every club and division to be coordinated by a regional chair. Please send me the names of the most knowledgeable modelers in your area, division and region. I would expect some of these names will be Master Model Railroaders.

After all, every Master Model Railroader agreed to share their knowledge and experience, when they applied for the prestigious status associated with that accomplishment. These members have considerable experience in many areas of our hobby. Along with your chairs, these people will become a resource that can provide answers, or direction to answers, to help solve problems encountered. This will allow me to provide every local and regional member a source to use. A source for providing help and answers to many modeling questions that can and do occur as one builds a model or layout. There could also be answers to questions about serving the Association on local, divisional, and regional committees as volunteers and officials.

I have no doubt that Member Aid is another of our services that gives a tremendous value for your dues dollar.

1995 June

Captain Albert Nelson has been named the NMRA'S coordinator for the Boy Scout Merit Badge Program. In 1952, he packed his train away. In 1961, he received a Revel train set.

30 years and 5 layouts later, he would join the NMRA. In 6 months, he became a Boy Scout Counselor for the Merit Badge program. The rest is history! Al replaces Belding McCurdy who retired. Belding did a fine job.

A view of the vapor barrier under construction around the perimeter of the library's main floor. A similar vapor barrier was installed in the library basement.

BY GREGG AMES,
LIBRARY DIRECTOR

George Stephenson's triumph at the Rainhill Trials. Union Pacific V.P. Otto Jabelmann's trial run of a Big Boy over the Wasatch Mountains. The debut of Frank Ellison's Delta Lines in *Model Builder* magazine. The recent completion of NMRA Headquarters renovations...

OK, maybe the renovations to our Headquarters building don't quite match the historical significance of those other railroad events. But the day we switched on the Library's new archival temperature and humidity control system was a truly momentous occasion and an important achievement for NMRA members, one that will help us preserve the story of events like Rainhill, "Big Boy's" test run, Frank Ellison's articles, and more!

We'd long known the collection entrusted to the library needed more than just a solid roof over its head. The brittle, crumbling pages of many books and magazines spoke volumes about the effects of acidic paper and of living in an area where the temperature and humidity can fluctuate like the arms of a semaphore on a busy stretch of track.

We could read the signals: parts of our collection were at risk. Much of what the library owns is unique; once gone it could not be replaced. Other parts of our collection could be replaced, but not easily or inexpensively: old issues of *Railroad Magazine*, for example. What a treasure trove they are, full of fascinating lore and the nitty gritty of railroading from its golden age. Much of our collection of *Railroad Magazine* was in various stages of disintegration, partly because they needed a better environment, partly because many issues were printed on paper made from the cheapest pulpwood (the molecules of which seem eager to get back to being pulp!). Without some help, they - and many other Kalmbach Memorial Library treasures — would not last long.

Help came in the form of our headquarters renovations, of which the library's new heating, ventilating and air conditioning (HVAC) system was a vital part. Our goal was to install a system that would keep temperature and humidity fluctuations to a minimum. Why? Temperature extremes are bad enough for paper and photographic materials; even worse are frequent changes in temperature and humidity that stress the cellulose fibers of which paper is made. High humidity poses another problem: it encourages the growth of mold. Our new HVAC system carefully maintains the temperature and humidity at a steady level. A computer program allows us to control the settings and monitors temperature and humidity conditions for us. The happy result is an archival environment that will prolong the life of the books, magazines, photographs, and other material in our care.

Another important part of our project,

Exterior renovations to the NMRA Headquarters in Chattanooga, Tenn. included new doors, repaving the parking lot and new concrete for the back lot. Improvements also included better drainage behind the building.

and a favorite spot on tours we give of the Library, is our new, compact, moveable shelving installed in the basement. Compact shelving provides the storage space we need for growth now and in the foreseeable future. These banks of shelves run on rails embedded in the cement floor: the principle of flanged wheels on steel rail, in action! (This is a railroad library that practices what it preaches.)

Carl Sandburg called *Railroad Magazine* a "remarkably American periodical." This magazine, and many more, are just part of the remarkable collection at the NMRA's Kalmbach Memorial Library. The collection also includes photographs, blueprints and drawings — each requiring different care to preserve them. For instance, most photos need to be kept cooler than paper documents. Photos, negatives and slides are best stored in a stable environment with humidity of 40-45 percent and a temperature from 65-70 for occupied areas. Storage areas can be kept cooler.

Our library's increased storage space and archival environment might be attractive to other railroad associations interested in preserving their materials. We would consider other groups' proposals to house their collections. This would allow us to expand the research potential of the library and give us an opportunity to make some new friends too.

Other preservation-related improvements you should know about were made. The windows in the library and in the display area in the alcove were covered with a special coating to keep out ultraviolet light that can fade paper and plastic. Light-refractive mini-blinds were installed in windows. Lighting fixtures in the library were rearranged to provide more adequate lighting in the aisles.

Facilities for a future darkroom were installed in the basement. NMRA Administrative Office renovations include the finishing of the basement and the installation of non-dusting ceiling tiles. A new restroom was built to better accommodate our physically challenged members.

Before and after — the library's new compact, moveable shelving system.

Additional improvements include re-concreting our back driveway to better withstand the effects of frost (believe it or not, it does freeze here, and Chattanoogans don't like it any better than our driveway did). Security for our building was improved by the addition of better exterior doors.

All in all, our library renovations may not be Rainhill, the trial run of the Big Boy, or the first appearance of a landmark layout. But even if we don't *make* railroad history (and we just might at that!), improvements made to our headquarters building will help us *preserve* railroad and model railroad history for generations to come. Most important, these renovations will help us serve our members better, now and in the future

George Stephenson, Otto Jabelmann, and Frank Ellison would have been pleased. We hope you will be too.•

1995 August

In this, our 60th Anniversary Issue, many folks are reading *The Bulletin* for the first time. They are the new members joining for the first time in Atlanta, the attendees at the train show, and many who will pick up this issue at various public shows around the country. It is to you, our new members and readers to whom this is addressed as many of you will make up the future of the hobby and of the NMRA.

The NMRA is an association of model railroaders of all scales, dedicated to making the hobby better for all involved. We were chartered in 1935 with the express purpose of establishing standards in a hobby largely without them. At that time, most manufacturers' equipment was only compatible with itself. Products of one manufacturer were frequently not compatible with others. Interchange standards were non-existent. In many ways, the hobby in 1935 was much like the prototype in the 1850s. There were few roads able to interchange, and what interchange there was involved unloading and reloading to change railroads. So, too, with the model railroad hobby.

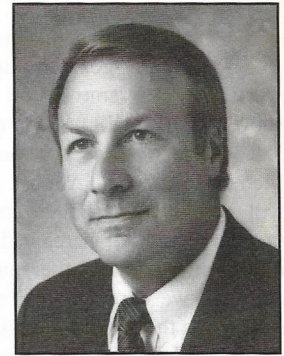
Of all the many benefits of the organization, I believe the most valuable is the friendships that are formed by participating.

Over the years the NMRA brought standards to the hobby through our technical department. Today you have every expectation that equipment from various manufacturers will work together to give you the ability to operate a power source from one manufacturer, a loco from another and rolling stock from several more, on track from yet another, without even realizing there is a difference. Standards have allowed this to occur, and are an ongoing development process even today.

The NMRA, though, is much more than standards. The NMRA provides many services such as model insurance, Modeler's Aid, a video and tape/slide program to provide instruction to both individuals and groups, estate counseling, an achievement program to recognize outstanding modeling skills, an annual convention with the attendant instructional clinics, contests and tours and much, much more.

Our Kalmbach Memorial Library is one of the finest facilities of its type complete with archival storage for film, slides, photographs and rail-oriented materials. Each member has available the services of the Kalmbach Library for research and information to assist with individual modeling projects.

Our in-house magazine, *The Bulletin*, which you are now reading, is the monthly vehicle for NMRA communication with the membership and provides the vital link to you as an individual. *The Bulletin* contains both association information and modeling information of general interest, as well as new product information and vendor advertisements. It is a good way to keep abreast of hobby activities and trends.

Of all the many benefits of the organization. I believe the most valuable is the friendships that are formed by participating in NMRA programs. Whether this participation is at the national, regional or division level, the key is individual involvement. By involving yourself in the activities of NMRA you will expand your knowledge of the hobby and your circle of friends who share your interest. Model railroading truly is fun, and NMRA people are the best in the hobby. I hope you will accept my invitation to join with us for the betterment of NMRA and for the benefits you can gain as an individual. Become involved today!•

1995 August

Richard Yungclas reported as new MMR #211

Don Eastman reported as new MMR #224

1995 August

Library announces Charles Eckstein Narrow Gauge Memorial Fund

By G. William Hammer, MMR

Bill Hammer, a long-time member and friend of the NMRA's Kalmbach Memorial Library, recently founded the Charles Eckstein Narrow Gauge Memorial Fund to help develop the Library's collection of narrow gauge material. In the 1870s and 1880s, when "narrow gauge fever" was at its peak, it was widely held that narrow gauge railroads were cheaper to build and operate than standard gauge. You can read about this interesting bone of contention in George Hilton's American Narrow Gauge Railroads. As a librarian, I should note that narrow gauge railroad books cost about the same as those about standard gauge!

So that the Library can buy those books, as well as other material devoted to narrow gauge railroads, Bill Hammer developed this fund in honor of his friend. The library — and narrow gaugers everywhere — owe Bill Hammer a grateful thanks. Here's Bill...

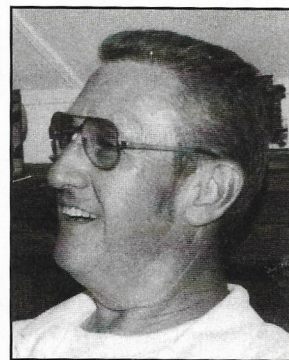
—Gregg Ames, Library Director

I'm grateful for this opportunity to announce the Charles Eckstein Narrow Gauge Memorial Fund, in memory of Charles E. Eckstein, Master Model Railroader No. 47. This fund was established by an initial donation of $1,000 from myself, in trust for the purchase of books, magazines, and other literature and research material exclusively devoted to narrow gauge railroading.

Charles Eckstein

My good friend, Charles Eckstein, was born in Washington, DC in 1921. He lived in upstate New York until 1935 when his family moved to Alexandria, Va. He lived there the rest of his life. After graduating from high school, he worked briefly for Sands & Company, a store that served the railroad. In 1942 he went to work as a machinist apprentice at the Naval Gun Factory. He volunteered for the Army in 1944, serving in the Infantry. He was a combat veteran of the European campaign, earning two battle stars and the Combat Infantry Badge.

Upon discharge from the service in late 1945, he returned to the Gun Factory and became a journeyman machinist. He left there in 1958 and went to work as a model maker with the Diamond Ordinance Fuse Laboratory, later the Harry Diamond Laboratory, a government research and development center. He became a specialist in grinding crystals in the development of miniaturization of space components. He retired in 1975.

Continued on Page 36

Eckstein

continued from Page 19

Charlie began model railroading soon after leaving the service. He started in HO and became a member of the Northern Virginia Model Railroaders in Alexandria. He remained a member of that club until he changed scales, going to On3 in 1963. Charlie, Johnny Liebermann, and I formed the Virginia Narrow Gauge Association (VINGA) in 1964. Charlie was a member of our club until his death in 1987.

Charlie was a master craftsman, as evidenced by his many modeling awards and his skill and artistry in scratchbuilding locomotives. His fully scenicked and extensive Potomac & Southern Railroad in On3 (with an On2 branchline) was often host to visiting firemen over the years. Operation was always the order of the day, or night, when visitors arrived. Charlie is gone now, but he is not forgotten.

If you knew Charlie, please join us in honoring his memory through our narrow gauge fund. If you didn't know him, never saw and admired his scratchbuilt Climax locomotive (he bored his own helix gears), but have an interest in narrow gauge railroading, your contribution would be welcome and serve to benefit narrow gauge railroaders the world over.

Please send you check to Gregory Ames, Library Director at the Kalmbach Memorial Library. Make your check payable to the "Kalmbach Memorial Library (Eckstein Memorial Fund)."•

1995 October

Green Frog Productions has donated a 10 x 16-foot, richly-detailed, HO scale, working layout to the NMRA! This layout will be located in our headquarter's lobby.

1995 November

The Digital Command Control recommended Practices approved.

Bill Becker resigns as NMRA Secretary after 15 years. President Bob Charles appoints Robert Dye as Bill's successor.

It was reported in the 1995 Bulletin, on page 17, National AP Chairman Rick Shoup coined the Phrase:

"Grand Master Model Railroader" (GMMR)

This is the term Rick Shoup used to describe a person who earned all 11 of the certificates in the Achievement Program.

Fred Gill of the Australian Region is the FIRST EVER listed in the Bulletin with "GMMR" next to his name.

According to this same page 17, Fred Gill #181 and William G. "Bill" Lorence #45 and Doug Taylor #106 are the ONLY 3 to have accomplished that feat, as of November 1995.
NOTE: "GMMR" title was NEVER formally approved by NMRA.

1995 December

Special Guest Column by Harold Carstens
Chairman, NMRA Pioneers of the Hobby Committee

Seven inducted into Hall of Fame

Seven individuals were inducted into the Pioneers of Model Railroading during the 60th Anniversary Awards Banquet of the National Model Railroad Association. The banquet was held in the historic restored Georgia Railroad Station in Atlanta, during the NMRA's annual convention. Hal Carstens made the presentations.

The inductees were selected from a Who's Who of industry and hobby notables including NMRA charter members, past NMRA national officers and regional presidents, NMRA honorary members, NMRA award recipients, past HIAA Presidents, HIAA Meritorious Award of Honor recipients and other HIAA award recipients, HIAA Honorary Lifetime Members, past MRIA Presidents, past Train Collectors Association Presidents, past Toy Manufacturers Association Presidents, model railroad Industry heads (especially of early firms), notable modelers regardless of club affiliation, and others whose achievements have benefitted the model railroad hobby through pioneering ideas, invention, writing and promotion. Those on the committee weigh carefully how these people have benefitted the hobby. Some recipients whose achievements had lasting impact on the model railroad hobby are little remembered today.

The 1995 Atlanta inductees are, alphabetically:

JOHN ALLEN. A model railroad author and photographer he built the famous HO-scale Gorre & Daphetid RR. John was honored with the 1974 and 1982 NMRA Distinguished Service Award and was a consultant to manufacturers. His railroad was destroyed in a house fire shortly after his death. John was an inspiration for thousands of modelers in all scales with his artistic modeling technique.

HARRY BONDURANT. He served as NMRA Secretary from 1935-1936 and served on the NMRA's first Standards Committee. An NMRA Honorary Member and charter member, he served on *Model Railroader* Magazine's Board of Editors in 1930s.

ELLIOTT DONNELLY. An early manufacturer of Scale Craft Model Trains in O and OO he earned the 1975 NMRA Distinguished Service Award. An NMRA Charter Member, Elliott was a pioneer manufacturer in two scales setting a high standard for excellence starting in the 1930s.

R. H. "HUEBE" HUEBENTHAL. He served as NMRA President from 1980-1982 and holds an NMRA Honorary Membership. An author in the 1940s, he served as NMRA Treasurer from 1951-1960 and was the 1973 NMRA Distinguished Service Award honoree. Huebe devoted many years of effort to the association in many areas and committees.

CLARENCE MENTEER. A founder of the Model Die Casting Co., a pioneer HO kit manufacturer and active in industry trade associations, Clarence created tooling for many other model railroad manufacturers.

LAWRENCE W. SAGLE. He worked in the B&O Public Relations Dept., was the author of model railroad and railroad books and magazine articles. He actively promoted model railroading with layout displays and the B&O Museum. An NMRA Honorary Member, he served as NMRA President in 1943 and during the critical war years helped keep the hobby alive.

WILLIAM M. SCHOPP. A model railroad author for *Railroad Model Craftsman, Toy Trains, Model Railroader* and others, he wrote over 1,000 model railroad articles. His pseudonyms included John Kemp, Bill Willmore and Layout Doctor. A consultant to Pennsylvania Scale Models and other manufacturers, he was a custom locomotive builder and layout designer. A pioneer in HOn3, HOn2 and a traction modeler, William pioneered in HO narrow gauge, HO traction and designed many hundreds of model layouts designs.

Plans call for erection of a permanent Pioneers plaque at the NMRA Headquarters building in Chattanooga, Tenn., honoring all of the Pioneers as soon as funds can be arranged. Among veteran modelers and industry people who have helped on the committee are Bruce Walthers, Leo Campbell, G. William Hammer, Whitney K. Towers, Eric Lundberg, Jack Amerine, Clarence Menteer, Sol Kramer, Jim Conway, Hal Carstens and others.•

1995: Jolly Good! Our British Brothers Celebrate 60 years!

Greetings from the British Region!

While the NMRA celebrated its 60th birthday in 1995, the British Region was doing some celebrating of its own — It was the first overseas region ever. We believe we were only the second region to be established, receiving our Charter on the Sept. 2, 1945. We celebrated our golden anniversary at our annual convention this fall.

The British Region came into being because of difficult times in the 1940s. There were other priorities then, and model railroad equipment was very hard to get here. But at that time there was a great mixing of servicemen and the North American willingness to help matched the British need for the many unobtainable items. Parts were traded, friendships formed, and an awareness created that your railroads were not quite the same as ours and were indeed something special. An organization devoted to modeling the railroads of Canada and the United States of America naturally developed.

Half a century later, in the birthplace of railways, in a country so full of model railroad diversity, the British Region of NMRA is still the only group actively devoted to promoting the North American prototype in its model form.

Quick off the mark, the British Region was up and running within one month of the end of the Second World War. A few of the early members are still with us and as we record our history interesting information of our beginnings is still being unearthed.

Our Region retains an interesting blend of American aspects of the hobby alloyed to a distinct British way of doing things. Postwar austerity and fish and chip suppers led to hosting the National convention in London in 1971. Meetings, once comfortably held in a pub, now require buildings large enough to hold 200 to 300 people. Membership is now about 700 and is still growing.

Less expensive international air travel, and an expansion of modern communication systems, has meant members can now participate more easily. British members are frequent, and repeat, winners in locomotive and craft classes at national conventions. Our successes may stem from breaking down that traditional British insularity. We enjoy a close association with the Contact Group in the Netherlands and have already held a region convention there. Connections with many other European countries give us a pivotal position in a continuously developing hobby, where NMRA standards and practices are being adopted even more widely. Our membership has every amenity within the NMRA and many benefits in addition. We are a friendly bunch: the compact size of the UK means plenty of region and division meetings within the reach of most members. Why not consider a future visit "across the pond" for one of our annual conventions. You'll be very welcome.

— Steve Park,
British Region Trustee

Captured at the Convention. Good Show! British Region Presidents!

N.M.R.A. BRITISH REGION PRESIDENTS 1945 - 1995

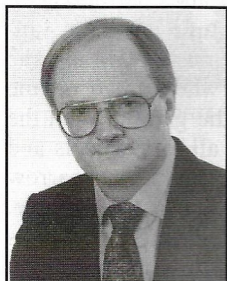
Top row: Derek Frow 1983-85, Alan Pollock – NMRA National VP, John Spratley 1986-88, George McGhee 1968-69

Middle row: Les Herriot 1990-92, Peter Harvey 1972-73, Tony Dunbar 1969-70, Len Firth 1959-61, Alan Day-Winter 1963-65, Jym Phillips1992-94

Bottom row: Les Holland 1979-80, Bob Charles – NMRA National President, Ron Beatson 1980-81, Rod Welch 1981-83, Steve Park 1976-77, Tom Winlow 1994-96, Richard Smith 1988-90.

Photo taken at The Poole NMRA BR Convention in 1995.

1995 December Woodland Scenics Dave Osment Honored: DSA

Osment honored

Dave Osment

Dave Osment, president of Woodland Scenics in Linn Creek, Mo., is the 1995 recipient of the NMRA's distinguished service award.

Dave's company first entered the model building profession by constructing state-of-the-art architectural models. It later grew into one of the largest architectural modeling firms in the U.S.

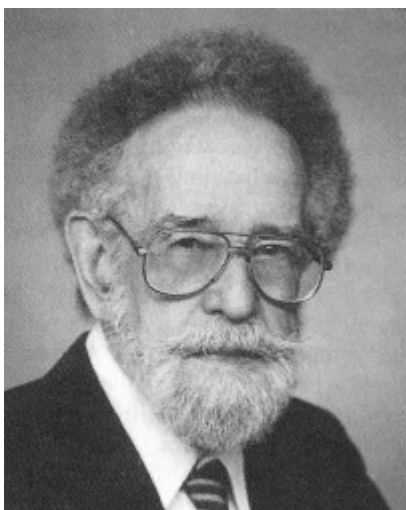
Realizing the need for high quality landscaping products for professionals and hobbyists, he started Woodland Scenics, a scenery manufacturing company. The company developed complete systems of landscape and terrain materials, brought realism to modeling, and received numerous awards for package design and merchandising. Woodland Scenics also created several other lines including lubricants, machine screws, dry transfers, details, building kits and other hobby lines.

In 1982, the company moved from Kansas City to the Lake of the Ozarks, Mo., where Dave and his wife Denise enjoy boating and living on the lake.

Actively involved in promoting the model railroad industry, Dave served on the Model Railroad Industry Association board for three years, and was president for one year. He also attends the NMRA convention and the National Model and Hobby Show every year.

1995 December

Robert O'Brien reported as new MMR #217

1995 December   Below Mr. Clark Kooning

Gauge separation turnout earns award

The AP regulations are now available on the NMRA's World Wide Web site at http://www.nmra.org. Paul Rivers is responsible for putting them on the web site and has done a very professional job. In the future, thanks to Paul, you will be able to see the "Masters Series" on the web site. This series appeared in *The Bulletin* a few years ago and explains the work required to be completed for each certificate in easy to understand language. The series demystified the AP and is a welcome addition to the AP section on the web. The AP regulations are also available on CompuServe's TrainNet Forum in Library 16 (Model RR Groups).

In keeping with the theme of this column, which is to tell you about interesting people and their models as related to the AP, I would like to show you a model which was part of the required items that Clark Kooning, MMR, of the Niagara Frontier Region, submitted for his Model Railroad Engineer — Civil certificate. One of the three scratchbuilt models that Clark choose to build was a gauge separation turnout, not the kind of turnout you see everyday. Clark models in S scale and on his 3-foot-gauge layout he has a standard gauge siding that he uses to spot a boxcar. This very graphically shows the relationship between narrow and standard gauge equipment in a natural way.

A gauge separation turnout fit well into Clark's layout idea and since the rules indicate that the scratchbuilt models do not need to actually be on the layout, Clark presented his model on a separate piece of Homasote.

The unusual feature of a gauge separation turnout is that unlike a normal turnout it has no moving parts. Instead of points, a guard rail extends from just ahead of the turnout to just past the frog on the outside rail of the standard gauge diverging track. The other rail of the standard gauge track starts with what appears to be a stub point but this rail is fixed and does not move (remember there are no moving parts in this turnout). As a standard-gauge truck approaches the turnout the guard rail pulls the truck towards the diverging route and the wheel tread on the other wheel moves sideways just bridging the gap between the straight and diverging rails. This occurs for all four wheels and the car rides smoothly onto the diverging track. The narrow gauge track goes straight through with only the frog to negotiate.

Building the turnout was the easy part, the hard part was wiring it electrically so that it would operate. Not hard if you are comfortable with wiring, but Clark isn't. The frog had to be isolated with gaps and a toggle provided to change the polarity of the frog as required depending on whether the standard gauge or narrow gauge was using the turnout. The turnout worked flawlessly mechanically and electrically.

A nice part of the AP is that it challenges you to work in areas that you might not otherwise try. Most times you will find that it really isn't that hard after you give it a try. Clark was challenged to work on wiring which he dreaded, but he got through it and found sometimes that it was not too hard after all.•

1995 December

Merit badge "secret" revealed

One of the least publicized and definite1y the best kept secret of the NMRA has to be the Boy Scout Merit Badge assistance program. This activity is part of the Achievement Program and falls into the jurisdiction of the "Association Volunteer" category. With this and subsequent activity reports I hope to remove the secrecy of, and increase the participation in, the program. Recently, Mr. Pete Magoun, the North Central Region coordinator wrote the following for publication in the Region publication *NCR Hotbox*.

"The program will enrich the lives of the scouts with experiences to which they may not otherwise be exposed, which in turn will enrich the counselors through dealing with youth, and will provide counselors with additional opportunities to earn the Achievement Program's Association Volunteer certificate. It will also allow the NMRA to develop a potential core of new members as the youth become interested in the hobby."

The paragraph written by Peter can be summarized with two words. "Youth Membership!" We in the NMRA are growing old whether we like it or not. It is a natural process. The youth of this nation are now turning to video games and computers for their relaxation and "quality time." With the Merit Badge Assistance Program our goal is to introduce our hobby to some prospective younger members.

My predecessor, Mr. Belding McCurdy, in conjunction with the Boy Scouts of America, rewrote and updated the Merit Badge Booklet for Railroading (up to 1992 standards and practices). Now I am challenged to establish a method of implementation to get this knowledge to as many scouts as possible. With that in mind, we are gradually establishing a network of coordinators and counselors by region and division level. I have established a Region Coordinator in four of our 17 regions at present. In the next installment of this column I will explain further the breakdown and workings of the network and the contact person in your regions, if available. At this time I am not asking you to rush to the typewriter or computer to dash off a request to join the program, but I do ask you to give some thought to assisting some of the quality youth of our nation to advance in their scouting endeavors and also advancing their interest in railroading at the same time. Think back to your early teens and remember the desire you may have had for some adult, other than a parent, to help. It can be very rewarding. Every scout should have the opportunity to earn the railroading merit badge.•

1996 January

Russell F. Treptow reported as new MMR #187

Robert Schimmel reported as new MMR #193

1996 Febuary Why Should You Belong to the NMRA...Bob Charles

Often I hear the comment, "Why should I belong to the NMRA? What's in it for me?" I must confess I am often taken aback when I hear this and have some difficulty in giving an answer that is direct and to the point. Questions such as this are frequently a matter of individual perceptions, as value is always relative to individual needs. With this column and one or two to follow, I intend to answer these questions, as well as the larger question of what should be the driving motivating factors for every serious model railroader to be an NMRA member.

Before addressing questions. Let's reflect on what relatively independent thinkers believe about our accomplishments, for I believe we, as an association, do not toot our own horn loudly enough. Here are some published comments I have collected on our achievements, many of which we were too modest to say ourselves. I think you may be surprised — and proud — as I am of the kudos we have earned.

My special favorite comes from the prolific pen of Paul Mallery in the introduction to his book *Trackwork Handbook for Model Railroaders* (3rd Edition, 1994. Carstens Publishing):

"Writing such a book as this makes the author keenly aware of the great debt that every model railroader owes the National Model Railroad Association, and specifically, its Standards Committee. Merely to have all the critical trackwork dimensions defined so each model railroad would be consistent within itself and operate reliably would be achievement enough. To do this in such a way that conforming products as well as hand-crafted models and track are interchangeable from layout to layout is truly remarkable. The benefits one receives as an individual upon joining the NMRA are legion but, even if there were none, the advantages of having a standards organization working for the hobby alone indicates every serious model railroader should support this work through membership in the NMRA."

I didn't write that — honest! Paul Mallery did. Our standards are a great example not only of our expertise but of what volunteerism has done and can yet do in the NMRA for the hobby. There's more. Here are some additional examples of endorsements that ring loud and clear — all the more so because it's not just me or some other NMRA official speaking.

In a recent edition of *Railroad Model Craftsman,* Editor Bill Schaumburg called our 1995 Atlanta convention "special." *"The week was great because of the good mix of high quality presentations, layouts and tours,"* he wrote. *"You couldn't have asked for a better convention hotel or trade show facility, either."*

Randy Lee, Editor of *Model Railroading* posed this question about our 1994 Portland Convention: *"So how did it measure up to my expectations? Fantastically! The convention was just what the doctor ordered for recharging the old batteries."*

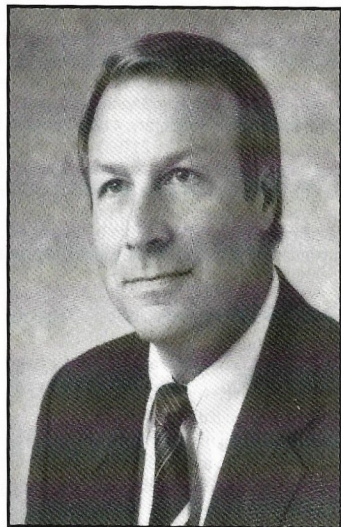
About the Atlanta convention, Randy noted that *"everybody who attended had countless opportunities to not only gain the tools necessary to help them attain their priorities, but they also had the opportunity to have their own priorities modified and to modify the priorities of others."* I think that says a lot about and for the convention and our association at large. Working together is the essence of what the NMRA is all about. A lot of teamwork goes into setting up conventions. It's great to know that experts such as Bill and Randy recognize and publicize the value of what we do.

The NMRA site on the World Wide Web is another example you should know about. A dedicated group of model railroading computer wizards, directed by Rich Weyand, has put together a site that was recently rated by Point Communications as being among the top 5 percent of all recent sites on the Web! With all the sites that are up now and continuing to come on line, that is tall praise indeed. Rich is writing an article for *The Bulletin* about how he and his crew developed the site and how you can access it (our address: http://www.nmra.org).

Our library resources have also garnered commendation from many sources. Pete Wicklund, Associate Editor at *Model Railroader,* wrote about the library's *Frank Ellison Bibliography* that *"The detailed research that went into this project is a testimony to a model railroader whose influence is still felt some 30 years after his death. Kalmbach Library staff deserves praise for its efforts to preserve Ellison's legacy."*

Praise, of course, comes in many forms. It is gratifying that groups such as the Santa Fe Modelers Organization have used several of the library's photos in its books, the *Santa Fe Railway Rolling Stock Reference Series.* The surprising thing is that this is not an unusual occurrence. The NMRA is a valued and growing presence in the railroad history community as well. Just a minor example, but a telling one: in his book, *The American Railroad Freight Car,* John White, Jr. — one of this country's foremost railroad historians — references a photo of a Union Pacific octagonal cupola caboose that originally appeared in our own *NMRA Bulletin* of June, 1979.

There are many more examples I could cite of the praise that our association has earned, but I think you get the point. These accomplishments are a result of you, the individual member supporting the NMRA with your membership. They are your accomplishments and kudos. Our talents and skills have helped us earn these laurels, but most of all it is our shared commitment to the hobby, to railroad history, and to each other that has helped us accomplish so much in our brief 60-year history.

We cannot rest on our laurels, there is much yet to be done. Next month I will review the founding of the NMRA and the vision of those charter members. In 1935 it was that vision that drove the membership in explosive growth, and today we need to understand that vision they shared, and try to develop a shared vision of our own for the association today, because without that, the questions with which I began will remain unanswered.•

1996 February

William Tokaruk reported as new MMR #214

David Barron reported as new MMR #200

1996 February

Have We Lost Our Focus by Bob Charles

Last month this column reviewed independent opinions about the NMRA and some of our accomplishments. This month I want to expand on the theme of the organization, its role, and why it is vital to the hobby today. With sixty years of service to model railroading behind us, why and how did we begin, and where are we going in the future?

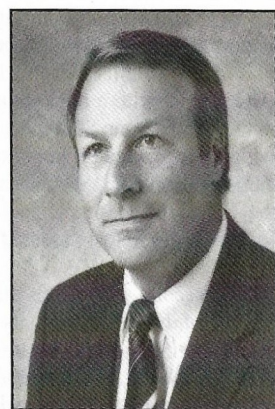
In the early 1930's, a period of great economic depression, this hobby was in its infancy. Local model railroad clubs, particularly in larger cities, were the center of much modeling effort. Club members in Columbus, Ohio and Pittsburgh were traveling by train to visit their counterparts' layout every month. In this way they discovered that they had problems since they couldn't reliably operate their equipment on each others' railroads. At issue was the equipment itself. No basis existed for interchange since no standards of construction, coupling, electrical, or even track elements had been created on which to base the development of models. Each layout had its own specifications.

In 1934 these two clubs set up a meeting in Memorial Hall in Columbus, Ohio. Members of these two clubs also met with club members from New York, Milwaukee and Detroit at meetings in New York, Chicago and Milwaukee. The object was to share their hobby ideas and find a common ground. It was here they developed the shared vision of a national organization that would promote standards so equipment in all parts of the hobby could interchange. It was their belief that by banding together to promote standards for the improvement of the hobby these clubs could materially effect its development. It is important to note that the standards were not created as a blueprint for manufacturers, but rather as a guide to the individual modeler. The reason was simple — most modelers were scratchbuilding their own equipment as very little was manufactured at this time. These guidelines provided much needed information, and allowed interchange among individuals and clubs.

This new association, which they dubbed the National Model Railroad Association, held its first convention in Milwaukee in 1935. Growth was immediate, and, after the interruption of World War II, the first regions obtained charters from the National in 1945. Standards were the common goal and the basic objective of membership. As the hobby matured, NMRA created a conformance and inspection committee to assure those manufactured products that conformed to the newly established standards gained appropriate recognition. These products earned a seal, attached to the packaging by the manufacturer, announcing to all modelers that this product conforms to all applicable standards.

Through the halcyon days of the 1950s, when Lionel and American Flyer were vying for domination of the model railroad markets, and the 1960s, which saw the greatest rise in scale modeling, NMRA standards became the established standard for scale modeling. By the 1970s the NMRA standards were so universally accepted that few people even noticed if the seal was there or not. This, in spite of the often printed advice in *The Bulletin* to "look for the conformance seal."

This attitude of taking things for granted is, I believe, where our difficulties begin for with virtually total acceptance of the standards came a blurring of that original vision. The objectives of our founders were seemingly met. We have standards, thus the NMRA and its founding vision appears antiquated. Many of us today are not even aware the standards exist; few know purpose behind their development. Yet, they continue to serve our hobby well, for they are important to those who produce our products and critical to us as users.

Our challenge, then, is to crystallize a common vision for the NMRA that resonates with today's members and modelers, much as the obvious need for interchange standards did with those pioneers 60 years ago. What, then, should that vision be? My vision for us is of an association several times our present size. Our basic functions are four-fold: **standard setting, education, fellowship** and **research archive.** Next month I will expand on each of these elements in developing our mutual vision.•

1996 March

Monroe Stuart reported as new MMR #220

John Wilkes reported as new MMR #206

1996 March The NMRA Honors Andy Sperandeo. Andy was named the "Model Railroad Industry Person of the Year" by the NMRA. Andy is the Editor of *Model Railroader Magazine*.

The NMRA has a Second lady Master Model Railroader, June Maier

June was the FIRST woman to receive the Motive Power certificate.

JUNE & J. RICK MAIER (#204) BECOME THE 2nd COUPLE MMRs

1996 March

Member Aid: a tremendous value for your dues dollar

By Wilmer Seaver, Member Aid Chair

Hold it you say!? You do not see the value? Well maybe the problem is not your eyesight, but is the lack of information that provides you knowledge about the program. If it is a lack of knowledge of information, that shortcoming is my responsibility. It is also to some degree, the imperfection of the volunteer system that influences the local and regional leaders However, these volunteers have limited to promote this and other fine programs. My salesmanship just is insufficient. I must convince the leadership to praise the benefits that this service offers to every member. If each member and especially new members help themselves to the opportunities offered by MEMBER AID, every member would at that time receive the value for their dues.

Selling the benefits offered through MEMBER AID services is very much like selling an intangible such as life insurance. The value of the program is imperceptible. This value is not brought about until YOU, the member, see and acquire its service. Every dues paying member is entitled to receive this service. This service is HELP to solve any problem related to our wonderful hobby. The member cannot take possession of this valuable service if they do not ask; for HELP.

What is the HELP, you ask?

Member Aid HELP provides answers to any problem on your railroad. It might be electrical in nature. It could be problems with your particular wheel or coupler system. It conceivably could be information regarding whom to contact in your immediate area. It might be a question such as, who are my local officers. Could your question be something like "how do I locate information on an obscure railroad structure for the Moon River RR?"

Conceivably it is something to do with how to create down-to-earth looking rocks, canyons, trees or vegetation? Whatever your question, the MEMBER AID service can and will provide you HELP. Sometimes, that answer or solution will be a little slow in occurring. Why? The slowness may result from the giver needing to research the question. It may require, because all Member Aid chairs are volunteers, that the search for the answer takes a lot of time. Time is probably the commodity that we all never have enough of — especially, if family and income are significant to the provider's priorities. Time, or lack of it, is extremely important to any volunteer. With the exception of the office staff the complete NMRA operation is run by volunteers.

"Hold it," you say. I asked for help and I'm not receiving instant gratification. Well, we all expect that instant response, but, like building your railroad empire, it does not occur overnight. If you feel that the response is not timely, let this writer know. I will try to improve the process and trace down the solution by working with the local chairperson. I, for one, live in a very remote area. Almost all telephone calls that I make are a toll charge.

So I attempt to conserve my dollars for the hobby. This does not mean that I cannot be responsive, it just means that it may be a little slow by mail.

I feel that if you seek a solution to a problem, you deserve a timely response. If you are in the hobby, you are an OK friend. We all help friends, RIGHT? Friends are also very understanding and reasonable. Every member of the MEMBER AID services group in the world believes that all NMRA members are amiable folks. At least I think they do. Many, if not most, of the providers on this committee took years of learning to reach the level of competence that they have. It is not "beginners' luck" that provided them with the knowledge, it was a stick-to-it disposition that gives them the wherewithal to help you, when asked.

After you have received help with your problem, both you and the giver will feel better, because the hobby is providing unequaled enjoyment. Enjoyment that was not available to you while the problem existed. The provider of the solution for your particular problem enjoys that great sense of enjoyment through having helped you.

While fashioning this article, I was reminiscing in my mind about all of the help that I have received over the last 25-plus years as a member of the NMRA.

MEMBER AID truly offers help to those who will but ask. If you have some problem that is impacting your enjoyment of the hobby, take some time to seek help from someone who cares — your Member Aid Chair. If you do not know who to contract, call me or drop me a letter describing your problem. Identify your region and division, if possible. That will or should improve my ability to give you a contact person near you.

Remember, my motto. IF IT ISN'T FUN, I DON'T DO IT. Make this your established modus operandi and you will enjoy this hobby even more.

If you have questions or comments contact your local Member Aid Chair, or write me: Wilmer B. Seaver, NMRA Member Aid Chair, 314 Nez Perce St., Grangeville, ID 83530-1835. Or call 1-208-983-1772.•

1996 April A Vision for the Future by Bob Charles, President

The historical role of the NMRA has been to **set standards.** We are as essential to the hobby scene today as we were in the 1930s, because, as I said in a column last year, the need for standards has not disappeared in spite of its transparent nature today. With technologies emerging and expanding, it is key that someone, and it should be the NMRA, bring order out of the potential chaos of parochial interest. A good example of this is the DCC situation, where dedicated NMRA members, working together with manufacturers, set out basic system requirements. Almost as soon as the first draft report appeared, the market expanded with additional manufacturers entering. Costs to the modeler began plummeting. The point is that NMRA took positive action and the market has responded. This positive contribution can and must continue.

We need to expand our **educational** outreach. We are the place for new hobbyists to come to get the information they need to develop and improve their skills. We are, and need to be, the information exchange for modelers in all scales. It is a source of pride to me to note that the membership makeup of the NMRA is generally reflective of the hobby at large. We are not the HO organization that some would have us believe, but the umbrella organization for all scales and interests. The member survey has shown that clearly. The very diversity of our membership is one of our greatest strengths, for there are members with skills and knowledge in every facet of the hobby. We must find new and creative ways, beyond *The Bulletin* and our conventions, to bring that unique knowledge to the membership, continuing to make the NMRA a very special place for all interests. Several programs, now in the formative stages, will address this need. Soon you will be able to sign up for full weekend seminars, with MMRs as instructors, giving hands-on training for those who want it. We need to do more of this type of training, and we will.

Our **research** and archival capabilities have yet to be plumbed. The Kalmbach Memorial Library and its staff are yet in relative infancy. We have begun a fine collection of reference material, but much, much more is needed. The facilities now in place in Chattanooga are among the finest of their kind. We need to pay off the costs of developing the facility and begin to expand the use and size of the collection. We need to publish more of the information contained there. With the assistance of the membership and all those interested in the preservation of historically significant information, we can be *the* research facility for this information. It only takes money, time, and most of all, dedication. Many of our most important items in the library have come not from purchases, but in the form of donations from dedicated railroaders and modelers with interest in the preservation of our railroad heritage. Can you add to the library collection?

Finally, of course, I would be remiss if I failed to mention the **fellowship** provided to our membership. Through the various functions of the National, the Regions, and the Divisions, NMRA provides an unparalleled venue for meeting other modelers. This aspect provides much of the glue that binds us all together. No matter what your interest, you will find others who share it and want to learn more about it. I believe the NMRA is unique in this, and it certainly is one of our greatest strengths.

My vision, then, is of 50,000 or more model railroaders dedicated to improving the hobby through the NMRA. With this critical mass we provide the resources to develop, to a much greater extent than now possible, the standards, the educational outreach, the research and archival facilities simply not available anywhere else, and the fellowship to enjoy it all. Your NMRA is the vehicle able to provide this and more. All it takes is each of you making a commitment to make it happen.

The real answer to "What's in it for me," is not a *Bulletin,* a discount or a tangible model you can hold in your hand. What's *really* in it are our basic functions for the betterment of the hobby at large and, ultimately, for every one of us. These basic community service functions are what led to our government recognizing NMRA as a tax-exempt, tax-deductible charity. The ancillary services mentioned above are simply the frosting on the cake — important, but still frosting. Aren't the dues we pay each year a very small price for the realization of this vision? Do you share the vision? Think about it! If you do, and you believe as I do that this is important, please help me turn it to reality by talking to your friends and bringing them along. Help them to understand what we are trying to do and, for the sake of this fascinating hobby help them become involved in NMRA. We need them very badly, and they need us, though they may not know it until you make them aware of the powerful message this vision of our hobby can provide.•

> The membership of the NMRA is a diverse group of individuals unified by their love of model railroading. They represent a wide variety of interests and wish to improve and expand the hobby through mutual effort.
>
> The role of the NMRA is to lead ongoing efforts to **set the standards** for evolving technologies.
>
> We will **educate** our members and provide a repository of information for hobbyists to learn the facts and skills they require for their ongoing development.
>
> The NMRA will **archive** and expand the reference material required by our members and provide research assistance for their benefit.
>
> The NMRA will provide an atmosphere of **fellowship** by offering members the opportunity to communicate, develop and share their skills.

1996 April

George M. Feltovic named as the newest MMR #221

Albert P. Gibes named as the newest MMR #223

Glenn E. Owens named as the newest MMR #227

1996 May   Young Modeler Wins Award

By Fred W. Harriman

Johann Bedingfield had no idea that the picture in the local newspaper of himself and the bridge he built would gain him some unexpected recognition. Johann, a student at Morgan Fitzgerald Middle School in Largo, Fla., won first place in his eighth-grade physical science bridge building contest. This was a class assignment for the almost 40 students in Mr. Ken Shoup's class. The bridge Johann built was a cantilever arch style. It was built completely from scratch. The bridge was made from Popsicle sticks that Johann would cut and shape, one-by-one, on a hedge trimmer blade fastened in a vise. Johann has cerebral palsy, so he used the vise because of the limited mobility of his hands. With some help from his dad, John Bedingfield (he did the gluing), the bridge was assembled a piece at a time.

It was about time for dinner on Jan. 17 when NMRA member Fred Harriman sat down at the end of the day and began reading the newspaper. Being a prototype and model railroader himself, the color picture in the paper of the Santa Fe War Bonnet locomotive atop the model bridge instantly caught Fred's attention. Reading the accompanying story and the circumstances surrounding Johann and his bridge, he knew that some recognition was needed above that already awarded at school. A phone call to Sunshine Region Achievement Program Chairman, and long time friend Ronnie Rise

Sunshine Region AP Chair Ronnie Rise (left) presents an achievement certificate to Johann Bedingfield (center). Bedingfield earned the certificate for a bridge built for teacher Ken Shoup's (right) class.

1996 May

Keith Koch named as the newest MMR #228

Charles Goodrich named as the newest MMR #229

Carroll Powell named as the newest MMR #230

1996 June

James O. Williams named as the newest MMR #232

Rick C. Shoup named as the newest MMR #234

Roy D. Tritt named as the newest MMR #235

1996 June Published photo from 1938

Our association was only three years old in 1938 when railroad modeler John Fontaine of Silver Springs, New York, posed for this photograph with the tools of his avocation: a vise, calipers, and pipe. In that year, the NMRA numbered some 700 members. Our *NMRA Bulletin* was mimeographed (it was 4 pages long) and the Standards Committee had just released a list of manufacturers and dealers whose products conformed to NMRA Standards — standards that Mr. Fontaine may have used to build his layout. "The association can now step out and amount to something," noted *The Bulletin*, not without the kind of pride Mr. Fontaine felt about his O-scale, Southern Pacific 4-6-2. Whether it's a model or an association, this is the kind of pride in accomplishment that comes from building something of enduring value. Photo from the collection of the NMRA's Kalmbach Memorial Library.

1996 July NMRA TEAM TO GIVE KIDS THE WORLD...Bob Charles

Sometimes events can get a grip on us and take us places we never expect. A case in point is a phone call I received recently from a gentleman by the name of Henri Landwirth of Orlando, Fla. Henri explained that he was the Chairman and Founder of an organization known as Give Kids The World. They deal with terminally ill children, most often aged five to ten years, and their families. Give Kids fulfills what often is their final wish — a trip to Disney World in Orlando. About that time I was tempted to ask what that has to do with me or the NMRA, but I continued to listen.

Give Kids has grown from an idea 10 years ago to a 35 acre campus in Kissimmee, Fla., capable of handling up to 4,000 kids and their families for a week each on their visit to Disney World. The kids come from all parts of the world and all 50 of the United States to see their heroes, Mickey, Minnie, Donald, Pluto, and all the gang.

Obviously, there has to be some real support behind such a gargantuan effort, and there is. The corporate sponsor list reads like a "Who's Who" of the business world — Disney, K-Mart, American Airlines, AAA, Proctor and Gamble, Budget Rent-a-Car, Sprint, Sea World, Perkins Restaurants, State Farm, Coca-Cola, Holiday Inns, and Eastman Kodak to mention just a few.

Now I am really curious. What can NMRA do for such an endeavor, and why was Henri calling me? I didn't have long to wait. Henri told me he needed a model railroad for the children to enjoy during their time in Florida. NMRA is the premier modeling organization in the model railroad hobby, therefore he believes, and I agree, that we can provide the hands-on skills to make this project a reality.

After some discussion I agreed that my schedule could handle a trip to Florida, and after my monthly visit to Chattanooga, I drove on to Orlando. There I met Bob Sherlock, PSR Trustee, and together we spent some time with Henri. We toured the Village and I wish you could see the fantastic things that have been done here for the kids, including a $2.5 million "Magic Castle," a completely accessible swimming pool, game rooms, family living quarters for up to 55 families, and more. It is a truly wonderful place, and most worthy of support.

Henri, Bob Sherlock, two gentlemen from Disney who will be working closely on the project, and I sat down after the tour to discuss the role of NMRA in this endeavor. Simply put, Give Kids is asking us to provide the expertise and on-site support for creation of a railroad. It will be located in a building with a toy box motif that will be the gathering place for the kids and their families in the evening hours. In addition to the scale trains, full size box cars, donated by CSX, will house a theater, ice cream parlor and Amberville Train Station, jump of point for a large scale train circling the area for the kids to ride. All in all, a very ambitious project!

Our part is the design and creation of the layout. Specifications at this time are sketchy, but the intent is to develop a 20 x 20-foot, interactive railroad which can be operated reliably by the children. The plan is to have two continuous loops of track (no switches) with operation from rheostats handled by the kids that will provide real entertainment.

A model railroad for children is planned for the Amberville Train Station area at Give Kids the World's Florida campus.

Additionally, animated displays featuring reliable mechanical operation with minimal maintenance, operated by push-button, should be designed to maximize the entertainment value of the project. Creativity is now the order of the day. Your limits are minimal. Can you design such a railroad? Can you help build it? Can you provide materials? These are just some of the ways we can all contribute.

Howard Goodwin, SSR Trustee, and Sy Aufseher of Orlando have agreed to coordinate the project for NMRA. If you have ideas or are interested in volunteering to work on the project, contact Howard. His address, both street and e-mail, are in the front of *The Bulletin.* Here is a chance for NMRA to use our expertise for the benefit of a very worthwhile cause. We need to support this important project.

As I said at the beginning, events can take you places you never thought you would go. In this project I see NMRA giving to the community at large a service we need to deliver. I am grateful to Henri Landwirth for giving us this opportunity and look forward to realizing his dreams for this project. With your assistance, we can Give Kids The World.•

1996 August

Allen Gross named as the newest MMR #238

John Sigurdson named as the newest MMR #236

Richard Taylor named as the newest MMR #237

David Gunn named as the newest MMR #240

Saying Farewell to Jim Hammer, obit

Association bids farewell to Jim Hammer

It is with great sorrow that I must inform you that Jim Hammer, long time and devoted member of the NMRA, passed away on May 7th. Most of you knew Jim from his tenure as Membership Promotions Chairman, and also as Industry Liaison. Not many of us can match Jim's devotion and efforts to our association. After Jim's wife passed away, the NMRA was his basic function in life, second only to his efforts and devotion to his church. I have known Jim for a long period of time even prior to his involvement at the national level. He was my vice president at the regional level, and had been the editor of the MCoR KIBITZER for about twenty years prior to that. Jim was much more than an NMRA buddy, he was a truly close family friend.

Jim was very involved in his church, and when his wife passed away many of us sent remembrances to his church's landscaping fund. Jim always raved about how pleased he was with that choice. I suggest to his many friends that Jim would be equally pleased to have his remembrances go to the Building Fund, South County Bible Church, 4111 Von Talge Road, St. Louis, MO 63128 to help with the rebuilding project.

His last three years had been frustrating for him, as he never fully recovered from a heart attack suffered one month after his wife's passing. This eventually led to his resignation as membership chairman, but he always tried to keep informed of the status of the association. He was with his son in Indiana and insisted that he come home to St. Louis. Within forty eight hours he was in the hospital and passed away in his sleep. I represented the NMRA at the funeral service and later helped the family (son Richard and daughter Meredith) pack up some of Jim's railroad book collection, which will eventually find its way to the Library. We have all lost a good friend.

—Allen Pollock, Executive Vice President
Jack Wall, Membership/Promotions Chair
contributed to this story

1996 October Conformance Program Supports the Hobby
Written by President Bob Charles

Nowadays, when we go to the hobby shop and purchase our trains, take them home and run them on our layouts, they generally work together. Problems today are minuscule compared to those our grandfathers (and a few of us) had back in the '30s when the NMRA was founded.

As a youth in the hobby, I was totally naive about model railroading. I walked into a hobby store and looked at all the kits on the shelves. The manufacturers' names then are ones many of us would not even recognize — Central Valley, Varney, Penn Line, Lobaugh, Hobbyline — and some we would — Athearn, Model Die Casting, Tyco and Grandt, among others. As I examined the products on the shelves, some of the boxes had a funny-looking seal on them, and some did not. Closer inspection of the sticker revealed the statement, "This product conforms to all applicable NMRA Standards." Well now, isn't that interesting, I thought, I wonder what NMRA is?

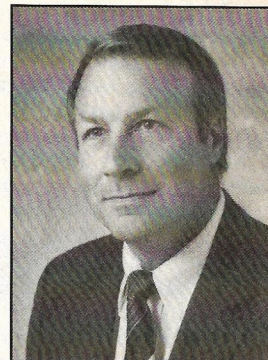
This was my first exposure to our association. I reasoned, "Well, this product meets someone's standards, so it must be better than those that don't," ...a simplistic view, but it did result in a buying decision. I purchased the one that was "approved." You know, to this day I enjoy building my old Central Valley kits when the opportunity presents itself.

Just what does the NMRA Conformance Seal mean? It is your assurance that the product carrying it conforms to all applicable standards our organization has set for that item. It is not intended to provide a judgment of the quality or value, just that it will work with the products of other manufacturers in interchange. NMRA inspection procedures call for stringent testing of the product for all applicable standards, and allow for re-testing on a periodic random basis to assure that subsequent manufactured items remain in compliance.

The hobby has come a long way since my youth, but the conformance seal is not seen nearly as often today as it was then. In my first months as your President, I wondered why. The answer was relatively simple — The staff simply did not exist to seek out manufacturers, inform them of the program and its value, test products for conformance, and make awards. I asked Technical Department Chair, Ron Gaines, to go to work to revitalize the program, and the first results were seen at the Long Beach Convention.

There, seven Conformance Warrants were awarded to digital command control products. Manufacturers who earned warrants for their products included Digitrax, Lenz, Model Rectifier Corporation (2 warrants), North Coast Engineering, Real Rail Effects, and Wangrow Electronics. It was a real pleasure for me to sign those warrants. Other manufacturers at the show noticed the warrants that were proudly displayed in the booths, and expressed interest in how they, too, could earn a warrant. I am confident you will see many more in the months to come.

What, then, does this mean to you? As a consumer, you can look for the conformance seal on products that you buy, and when talking to manufacturers you can ask about conformance. It is in your best interest, and the best interest of the manufacturers, to insist on the NMRA seal as your assurance the product will work for you.

As a member you can help with this process. I mentioned earlier that there are staffing needs to support this program. While the Technical Department has been very active over the last two years and continues to be so, there is a real need for folks with a modicum of technical expertise to volunteer to work within the Conformance and Inspection Committee. Do you have such capabilities? If you do, you can help. Send a brief outline of your skills to Technical Chair Ron Gaines along with your assessment of the type of product you would like to work on. He will contact you and let you know how you can help. With your support, we can grow this important part of our service to the hobby.

NMRA bids farewell to two staffers

This month I want to express my thanks to Sarah Hooper and Melissa Giacchi of our Headquarters office for their efforts on our behalf over the last year. Sarah departed the Library to accept a position as office manager with the Chattanooga Tourist Bureau, and is doing extremely well in her new post. Melissa returned to her home in Kentucky, enrolling at EKU to finish her college education. Our best wishes for success go to both these folks in their future endeavors.

At the same time we want to welcome Stacey Archer, Sharron Everhart and Christine Rivers. Stacey will be working as Library Assistant, while Sharon and Christine will be working in our Administrative Office. We are excited to have these new people on board and urge you to welcome them to NMRA as you have the opportunity to talk to them.•

1996 October

Roger Hord named as the newest MMR #252

M. Robert Wirthlin named as the newest MMR #253

David Cox named as the newest MMR #246

Marios Contopoulos named as the newest MMR #244

1996 November

A Sunshine Region member's surprise

In January your Board of Trustees met in Fort Lauderdale for its annual mid-year meeting. After a couple of long days of meetings, the Trustees and Department Chairmen were happy to participate in an evening of fun hosted by the South Florida Railroad Museum.

The evening's activities included the dedication and laying of golden spikes by everyone in attendance on the club's new layout. After a filling dinner spread provided by the museum staff we were treated to a few local layouts.

One of the layouts we visited was the "Parlor Pool and Sandwich Short Line Railroads" of Skip and Carol Stundis. The layout, or should I say layouts, were spectacular. A G-gauge layout traveled through the parlor and out around the pool thus the name of the layout. It was automatically controlled with several trains running all the time but never running into each other.

Skip's HO-scale layout was also a work or art. The HO-scale section of Skip Stundis' "Parlor Pool and Sandwich Short Line Railroads" is crammed with detail.

The surprise for Skip came after the layout visit when he was presented with a "Golden Spike Award" by President Charles. This was arranged by the SSR Trustee Howard Goodwin and was a complete surprise for Skip. On a visit to Skip's home, Howard confirmed that Skip had the necessary elements required for the award.

Skip is presented with his Golden Spike Award by NMRA President Bob Charles, on the left, and National AP Chairman, Pete Moffett, on the right.

1996 December CHRISTMAS COMES EARLY FOR THE NMRA

The holiday season is a time of excitement for us all — a time for giving, for family, and for love. Excitement about our hobby is celebrated anew every year with those special layouts under the tree, our inviting club displays, and family moments shared by all. This year holds special excitement for me! In the spirit of the season, an event with major impact on our future has come to pass. It speaks volumes of the faith of one man — Howell Day — in the NMRA, and in the people and companies that make up this fabulous hobby.

Mr. Day, a real pioneer in our hobby, came to me in late 1995 with an idea. He wanted to see a scale model railroad museum established to chronicle the history of the hobby and honor those people and firms who made it what it is today. While he was involved in, and made contributions to, the Train Collector Association's Toy Train Museum in Strasburg, Pa., the museum he envisioned was something unique and entirely different. We began to discuss the concepts and how such an undertaking could be implemented under the aegis of the NMRA.

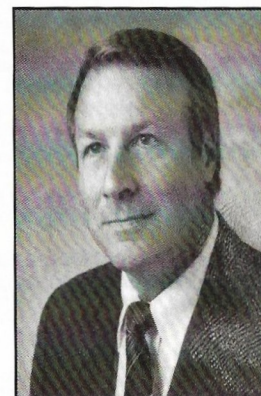
After a number of wide-ranging discussions in person, by letter and over the phone, we developed an approach. This gentleman would make a large donation to NMRA to provide the seed money for the founding of a museum. To be sure the membership, the industry, and the model railroading public will support this endeavor, the donation is to be used to match, on a dollar-for-dollar basis, other gifts to the museum. These gifts may be in the form of cash, stocks, models, or materials for display in the museum, and can come from all parties interested in supporting the museum. All in-kind contributions will be valued, and that assessed value matched in cash by the seed donation. No member dues will be used.

The Howell Day Model Railroad Museum will be unique in that it will be designed to present the history and development of scale model railroading through both permanent and rotating exhibits...

With the concept firmly established, final negotiations were concluded this fall. After a unanimous vote of your Board of Trustees, Mr. Day (see a profile in a related article in this issue) presented the NMRA with a donation valued in six figures. This donation, within my knowledge the single largest ever to NMRA, will be used to found the Howell Day Model Railroad Museum that will be located in our headquarters building in Chattanooga, Tenn.

Our home is a fitting location for such a museum, for Chattanooga is truly a railroad town. It has a rich railroad history dating to before the Civil War. The "Great Locomotive Chase" made famous by the Disney movie of the same name took place on rails between Atlanta and Chattanooga. The "General," the featured locomotive in that movie, is located in nearby Big Shanty, Ga. We are fortuitously located to capitalize on the many visitors to the area. Interstate 75, a major route to Florida, is just two miles from our headquarters, and will provide many with an opportunity to visit us. The Tennessee Valley Railroad Museum, located literally in our back yard, is the largest prototype museum in the South. As a result, there is already regular tourist traffic in the area with an interest in railroading.

The Howell Day Model Railroad Museum will be unique in that it will be designed to present the history and development of scale model railroading through both permanent and rotating exhibits that interpret the three major facets of the hobby: manufacturing and production, retailing, and the modeler's art and craft. Another major goal will be to share the history and accomplishments of your association. Finally, we want to describe the rich history of Chattanooga area prototype railroading, something not done anywhere in the Chattanooga area. We believe our museum will be a major area attraction.

The Museum will benefit NMRA in many ways. Needless to say, it will provide an additional member benefit, as members will be admitted without charge. It fills a clear, defined need, as our staff is daily asked by folks who visit to see our model layout or museum, a virtual void today. It will function as an additional source of income for the association through admission and gift shop sales, while at the same time providing a means to actively seek and acquire new members. Our museum will promote public awareness of and interest in our hobby, and be a highly visible contribution to the understanding and appreciation of the art and craft of model railroading. Perhaps most importantly, it will be a real credit to the NMRA, and to the foresight of Mr. Day, who recognized the need and acted accordingly.

As you can plainly see, my excitement over this wonderful gift is tremendous. Santa really came early to NMRA this year. Future columns will detail progress and activity on the museum, but what is really needed now is for those of you who want to support this project to come aboard. We will need donations of materials for display, and financial support to match this grant, making available the moneys to develop the museum. If you have items you would like to see included in the museum or want to earmark cash or stocks for the project, now is the time to become involved.

Let me close with fervent thanks to Howell Day for his tremendous generosity and faith in the NMRA. With your support, I am confident that the Howell Day Model Railroad Museum will be a smashing success. We can and will create a fitting tribute to this wonderful hobby. Happy Holidays to you and your family from me and mine.•

1997 January

Achievement Program

Conducted by Pete Moffett, MMR
AP Chair

12-year-old on his way to MMR

The following story was sent by Dottie Finch our PSR AP Chair. Dottie writes:

In the Pacific Southwest Region, we have at least four future MMRs who are under the age of 25! The latest is a 12-year-old young man, Charles Stewart of Phoenix, Ariz., who, at our PSR convention model contest in September 1995, won First Place in the Novice class and First Place in the Youth class.

I first met this young man when he was four months old. He impressed me then and he really impresses me now. I have watched him grow into a very happy, well adjusted young man. There are stories to tell about him, but I will try not to embarrass him too much.

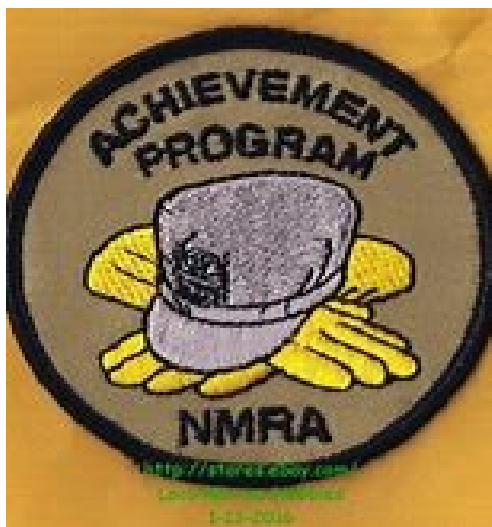
My favorite story is about a time when he had just turned two years old. His father was the Division Superintendent who always asked the youngsters at the meet to draw the door prize tickets. Well, Charles didn't wait to be called. He just marched up to the front, drew a ticket out of the can, and, in his two-year-old language which only he and his parents understood, called out the number. Then he put his hands behind his back and looked out at the members present waiting for someone to collect their prize. This happened not once but twice before his father took over and read the ticket number for everyone to understand.

Charles has entered photographs and has won ribbons with them. At our most recent Division meet in February 1996, he entered a logging car in the Open class of the model contest.

Charles Stewart of Phoenix, Arizona with his HO scale scratch-built logging car which which he earned 105 points, First Place and Best of Show in the model contest at a PSR Division model contest. A future MMR in the making.

Not only did he beat his father, who had entered a scratchbuilt trestle in the same class, but he earned more points than an excellent 22-year-old modeler. Charles ended up winning First Place in the Open class and also Best of Show with 105 points. Just so you don't think this was a gimme, the judges were very experienced at model contest judging.

For a complete set of AP regulations, be sure to visit the AP on the NMRA web site at "http://www.nmra.org".

Happy modeling.

1997 February   Howell Day Model Railroad Museum Planning

Guest Column by Allen Pollock, NMRA Executive Vice President

The December "Checking Signals" column by President Charles announced the formation of the Howell Day Model Railroad Museum. As chairman of the committee to enact this undertaking, I have been asked to provide an update on the progress of the museum and to introduce the committee. This introduction partially serves to provide the membership with contact points with the committee and to encourage each and every one of you to contact them with your thoughts and ideas. You can also contact me (my address and phone number are listed on Page 4), and I will pass along the information. I believe that I speak for the entire committee in thanking President Charles for appointing each of us to this exciting challenge.

In addition to the improvements with our operations, the improvements in our relationship with the hobby manufacturers, and the recently enacted contacts and discussions with the European modeling community and hobby industry, I believe that this proposed museum project provides a unique opportunity to rally both members and non-members alike behind an exciting challenge to provide a vehicle to present our hobby and its history to the general public. Each of us also has a unique opportunity, given the terms of the matching grant, to benefit the NMRA by double the value of our individual donations.

The museum committee consists of Gregg Ames, NMRA librarian; Charlie Getz, currently serving as Pacific Coast Region Trustee and noted *Gazette* columnist; Lee Riley of Bachmann Industries; John Glaab of Peach Creek Shops, magazine columnist and author of the *Brown Book* guide to brass engines and equipment; Hal Carstens of Carstens Publications; and President Charles, as trustee for the generous Howell Day donation. Each member of the committee brings a unique quality to the committee while providing a collective historical aspect of the hobby of scale model railroading.

Following the unanimous vote of the Board of Trustees to accept the generous donation for its intended purposes, President Charles issued a press release at the MRIA board meeting during the hobby show in Chicago. No doubt most of you have seen these announcements in the hobby press in addition to the December column. I cannot describe to you the overwhelming and positive reaction of the manufacturers in attendance. All conversations with the manufacturers during the remaining portions of the hobby show included mention of the museum, favorable comments about this new direction and project that NMRA was undertaking, and a total willingness to help with research and donations. If I had access to a semi-trailer... oops... a box car, I could have transported many product items with me. There is no doubt in my mind that the hobby industry will play a major roll in the support of our museum.

Ron Gaines, NMRA Technical Department Chairman (an engineer by trade), and Monroe Stewart, MER trustee and retired architect, have already visited the home office to review the existing structure and layout to determine how best to fit the new museum into the current building. They are putting this information into a set of drawings and cost estimates for presentation to the committee and to the BOT at the midyear meeting. In the meantime, the committee is working on an operational outline to determine the best way to handle:

- The logistics of receiving the donations, whether at home office or at key regional locations; inventory of the items, and timely acknowledgement of the donation.
- The valuation of those donations when they are other than cash, which will allow the release of monies from the Howell Day matching grant for implementation of the museum itself.
- The inventory criteria and record keeping for which Gregg has submitted a proposed cataloging system to the committee for review, similar in nature to that used currently by the library.
- The public acknowledgement of support whether published in these pages or some type of "benefactors board" in the museum itself.
- And, how to handle surplus donations. As the museum develops, other issues that the committee will be dealing with include recommendations on daily operations, display topics, establishment of a curator's position, rotation of displays, interaction with other museums (such as the Train Collector Association's Toy Train Museum) and possible exchange of displays with these groups.

Ron Gaines... an engineer by trade, and Monroe Stewart... retired architect, have already visited the home office to... determine how best to fit the new museum into the current building.

The current intent is to have the committee work through all of the above mentioned topics as well as input that you may provide, and present our recommendations to the Trustees for final approval at the midyear meeting in March.

In addition to providing this update to you, the intent of this article is to provide thought-provoking items to you so that your comments and suggestions can be forwarded to the committee and your respective trustee. Our hope is that you will catch the excitement and enthusiasm of the committee and rally behind this most worthwhile project. The core of support for any endeavor of this sort comes from the membership. You responded favorably, and provided that core support when the call for the building fund for the home office was initiated, and subsequently the support in both dollars and publications was provided when the library was proposed. It was those individual donations, no matter how large or how small, that provided the measure of success. It is that same consideration that we are asking for with the museum project. I encourage you to again join with us, participate in the excitement, and become a part of the Howell Day Museum.•

1997 March: Hall of Fame Pioneers

Six inducted into Hall of Fame

Six individuals were inducted into the Pioneers of Model Railroading during the National Model Railroad Association's annual Awards Banquet, during the NMRA's annual convention and trade show. The presentations were made by *Railroad Model Craftsman* publisher Hal Carstens, a long-time NMRA Life Member and holder of NMRA's Distinguished Service Award.

The 1996 Pioneers of Model Railroading are (alphabetically):

William "Billi" Bowen

An NMRA charter member and president of the NMRA Rocky Mountain Region from 1956-1957, he had ben a designer-draftsman for Wm. K. Walthers, Inc. He designed the Building of the Railroads display at the 1939-1940 New York World Fair which introduced thousands to the model railroad hobby. Billi started in O-gauge high-rail in 1930, switching to HO in 1935. He lived in Denver.

Howell Day

Owner of The Model Railroad Shop, a pioneer 1930s hobby shop, and an early promoter of model railroading as a hobby, in the early 1930s he introduced Shop Craft track kits and signals and Howell track. He produced early HO-scale "H. Owen" freight car kits designed by Eric LaNal.

He bought the M. Dale Newton HO kit line in the 1950s which he marketed under the Red Ball trade name. An importer of Japanese HO brass locomotives 1950s, he is a resident of Dunellen, N. J., is 92 years old and is retired.

Bobbye Hall

A resident of Dallas and president of Hallmark Models, in 1981 she was the first female president of the Model Railroad Industry Association. She was also the first woman to serve on Hobby Industry Board of Directors. She received the HIAA RR Division "Big Wheel Award" and the HIAA "Meritorious Award of Honor" in 1978. Active in the early model trade organizations, she is a hobby retailer as well as a brass locomotive and car importer and wholesaler. In the industry since post-WW2, she is now in her 80s and still works 6 days a week.

Victor Ketcham

Victor served as NMRA President in 1940, Secretary from 1941-43 and served on many NMRA committees. He has many years of NMRA service and as a lawyer served as NMRA's legal counsel for many years.

Nathan Polk

Nathan served as HIAA Vice President from 1963-1964 and also served on numerous HIAA committees. He received the prestigious "HIAA Meritorious Award of Honor" in 1968. In the early 1930s with his brother Irwin, he leased hobby store space in about 30 department stores. In the early 1930s he hosted the WOR radio program "Junior Bird Men of the Air" which brought many youths into model building. He introduced low-priced brass rail to the hobby about 1939 — it sold for 99 cents for 99 ft.

He worked with Stephen Schaffan of Atlas to make low cost HO switch kits and was involved in the landmark Customs Tax case which reduced levies on imported scale models that were previously taxed at the much higher toy rate. Under the trade name Aristo Craft, he imported train equipment from England, Germany, Italy, other European countries, Japan and China. He operated Polk's Hobby Craft Stores. Nat was active in industry fundraising activities for film promotion. He is a member of the HIAA and MRIA.

Linn Westcott

From Milwaukee, Wisconsin, Linn was an author, editor of *Model Railroader, Model Trains, Ships & the Sea* and numerous hobby books. An NMRA charter member, he pioneered new electrical circuits for use in model railroading, notably route cab control in 1949. An expert in layout design, Linn received the NMRA Distinguished Service Award at Montreal in 1962. He died Sept. 8, 1980 at age 67. He is survived by his wife, Harriet.

The inductees were selected from a "who's who" of industry and hobby notables including National Model Railroad Association Charter members, past NMRA national officers and regional presidents, NMRA honorary members, NMRA award recipients, past Hobby Industry Association of America presidents, HIAA Meritorious Award of Honor recipients and other HIAA award recipients, HIAA Honorary Life time members, past Model Railroad Industry Association presidents, past Train Collectors Association presidents, past Toy Manufacturers Association presidents, model railroad industry heads, notable modelers regardless of club affiliation, and others whose achievements have benefitted the model railroad hobby through pioneering ideas, invention, writing and promotion. Those on the committee weigh carefully how these people have benefitted the hobby. Some recipients whose achievements had lasting impact on the model railroad hobby are unknown to present day modelers to whom they owe so much.

1997 March: Hall of Fame Pioneers Continued

Of the 37 inductees, seven are still living: Edward Ravenscroft, Clarence Menteer, R. H. Huebenthal, Bobby Hall, Nathan Polk, Howell Day and Victor Ketcham.

Funds have been raised for erection of a permanent plaque at the NMRA Headquarters Building in Chattanooga, Tenn., honoring all of the Pioneers. Among veteran modelers and industry people who have helped the committee in its research are Bruce Walthers, Leo Campbell, G. William Hammer, Whitney K. Towers, Eric Lundberg, Jack Amerine, Clarence Menteer, Sol Kramer, Jim Conway, Robert Charles, Hal Carstens and others.

Previous Recipients inducted into the Pioneers Hall of Fame are:

• Irvin R. Athearn. Pioneer Mfr. of HO popularly priced plastic train equipment and O gauge freight car kits.

• Joshua Lionel Cowan. Founder Lionel Mfg. Co., later Lionel Corporation, makers of Lionel trains.

• Alfred C. Gilbert. Mfr. of Erector sets, later American Flyer trains. First president TMA.

• George Hook. Central Valley Model Works, Mfr. trucks, craftsman type freight car kits; Treasurer of MRIA.

• Albert C. Kalmbach. Founder Kalmbach Publishing Co., Publisher *Model Railroader* and *Trains*. Charter member NMRA.

• Charles A. Penn, Publisher *Railroad Model Craftsman, Toy Trains,* the first hobby trade magazine.

• Stephen Schaffan. Founder Atlas Tool Co., creator of Atlas HO sectional Snap Track, plastic HO structures.

• George Stock. George Stock Models. *Model Retailer;* Custom Loco Builder. Pioneer HO scale 1 930s.

• John Tyler. Co-founder Mantua Metal Products Co., helped popularize HO scale.

• Gordon Varney. Mfr. of HO popular loco and car kits 1930s. Produced O gauge loco kit in 1946.

• William K. Walthers. Model RR Mfr. NMRA Charter member. Active in HIAA, MRR manufacturer Groups.

• Carmen Webster Kelly. Model Railroad Equipment Corp. Model Retailer. Promoted model railroading including TV. Active in early industry trade organizations.

• Edwin P. Alexander. Author of many books and articles on model railroading. Mfr., O scale American Model Railroad Co.. Experimented with HO in 1920s. TCA Charter Member, tinplate collector.

• Hugh Boutell. HO pioneer. First HO Bing layout in 1925. Modeler, 17/64" narrow-gauge pioneer. Model railroad author.

• Fred Chemidlin. President, Midlin Track. Created easy-to-lay Midlin HO and OO track system. Active in early trade associations.

• Frank Ellison. Builder of the O scale Delta Lines. Author, *Model Builder, Model Railroader, Toy Trains, Railroad Model Craftsman*. NMRA Honorary member. Promoted model railroading in his pioneering articles

• James Dechert. 1935: Inventor of the 2-Rail system which bears his name. Author.

• Paul Egolf. Early O-scale locomotive custom builder and conversionist of O-gauge locos. First scale loco kit of K4s. First ads in *Model Maker* 1927. Proposed 1/8N scale E Gauge.

• William W. Haverly. NMRA's First national president 1935-1936. NMRA Charter member.

• Fred W. Icken President Icken Locomotive Works, 1930s. Produced fine, O-scale locomotives. Active in early model railroad trade organizations.

• William Lenoir. NMRA Charter Member. Pioneer O-Gauge Locomotive Manufacturer.

• Charles A. Pittman. President, Pittman Electrical Development Co. Created "permag" adapter for AF HO Hudson loco, mfr. small DC "permag" motors for HO, other small gauges. Scale and tinplate O-gauge trolleys. Member HIAA, EMRRMA, TCA.

• Edward A. Ravenscroft. Past NMRA President and Treasurer. Forced through the NMRA Standards Program. Benefactor to NMRA. NMRA Honorary Member. 1956 NMRA Presidents Award.

• Allen Lake Rice, aka Eric LaNal. HO pioneer, early 1930s promoting model railroading. Author *RMC, MR* 1930s. Pioneer in two-rail HO. Consultant to Megow, Mantua. LaNal coupler inventor. Designed H. Owen HO freight car kits early 1930s. NMRA Distinguished Service Award 1962.

• John Allen. Model Railroad author and photographer; 1974, 1982 NMRA Distinguished Service Award. Consultant to manufacturers. Allen's artistic HO Gorre & Daphetid RR. was an inspiration to thousands of modelers.

• Harry Bondurant. NMRA Secretary 1935-1936. Served on NMRA's first Standards Committee. NMRA Honorary Member. NMRA Charter Member. Was on *Model Railroader* magazine's Board of Editors in 1930s.

Continued on Page 42

Hall of Fame

Continued from Page 26

• Elliott Donnelly. Pioneer, 1930s manufacturer of Scale Craft Model Trains in O and OO setting a high standard for excellence. 1975 NMRA Distinguished Service Award. NMRA Charter Member.

• R.H. "Huebe" Huebenthal. NMRA President 1980-1982. NMRA Honorary Member. Author 1940s. NMRA Treasurer 1951-1960. 1973 NMRA Distinguished Service Award. Huebe devoted years of effort to NMRA in many areas and committees.

• Clarence Menteer. A founder of Model Die Casting Co. Pioneer HO kit manufacturer. Active in industry trade associations. Created tooling for many model railroad manufacturers. Member WCMR-RA, HIAA, MRIA.

• Lawrence W. Sagle. B&O Public Relations Dept., A model railroad author, he promoted model railroading with displays, B&O Museum. Served as NMRA President during the critical war years. NMRA Honorary Member.

• William M. Schopp. Schopp authored over 1,000 model railroad articles in *Railroad Model Craftsman, Toy Trains, Model Railroader,* and others. Consultant to mfrs. Custom loco and kitbasher, pioneer in HOn3, HOn2, traction. He designed hundreds of model layout designs.•

1997 April   NMRA MOROP FORGE NEW TIES by Bob Charles

NMRA, MOROP forge new ties

One of the premier events in the worldwide business of model railroading, the Nuremburg Toy Fair, concluded during the first week of February. Among the first-time attendees was a delegation of NMRA officials consisting of your President, Vice-President Allen Pollock, Technical Department Chair Ron Gaines, British Region Trustee Steve Park and Netherlands Contactgroep President Don Korthout (Don was a huge help as translator, dropping the barriers to accurate communications at every opportunity, including dinner. Thanks, Don!). This group chose to attend at their own expense with the objective of promoting the NMRA and its programs. Instrumental in assembling our agenda and helping with arrangements were Swedish member and well-known author Rutger Friberg and NMRA member Lee Riley.

For the 62 years of its existence, NMRA has been active in the job of setting standards. This activity has primarily dealt with the North American prototype. With the development of Digital Command Control standards, the influence of NMRA has begun to be felt in the international arena. This involvement and our existing mechanical and electrical standards set a natural basis for discussion with European manufacturers, media and modeling groups. We discussed the impact of these standards and how NMRA can cooperate in the integration of our standards with those that have been established within the European modeling sphere into a set of worldwide hobby standards.

MOROP, a confederation of European national model groups and clubs, has been the standard-setting organization in the European prototype segment of the hobby. Our meetings with the officers of that group were cordial and productive. Liaison has been established between their technical group and our own NMRA Technical Department. It is my hope and expectation that these folks will be corresponding on the standards issues with an eye to developing consistency where needs require. It is in this way that we, the hobby practitioners, can begin to speak with one worldwide voice. This should benefit both the hobbyist and the manufacturing community through a consistent approach to the development of compatible worldwide standards.

We met individually with Fleischmann, LGB, Liliput, Marklin and Roco, among others. In each case we were cordially received. Discussions ranged across the spectrum of NMRA services, as the Managing Directors and CEOs learned more about the NMRA. Happily there was much interest in how to join the NMRA, for membership in some other groups can be by invitation only. With membership applications in hand, some new sustaining members joined on the spot. In every meeting interest was greatest on the subject of hobby standards. In some cases, there are accommodations that need to be made to recognize de-facto standards within the hobby, and talks were begun to deal with these issues. I feel confident, particularly in certain large scale issues, that progress was made and, as time moves on, we will begin to see a consensus emerge. Stay tuned for further developments.

The show itself was huge. It encompassed buildings A through R. All aspects of the toy business were represented with the largest building, Building D, occupied by model railroad manufacturers. It is here that many of the new products coming on the market are introduced for the first time. One item that particularly caught my eye was a video mini-camera housed on the engineer's side of the locomotive. The views of the layout were spectacular. I can see the time coming when we will assess our railroads not just by what we see with our naked eye, but by the "engineer's eye view" as the loco traverses the layout.

One of the real highlights of the trip was our attendance at the "Model of the Year" presentations. Each year Alba, publisher of *Eisenbahn Modellbahn Magazin* presents awards to manufacturers in various categories. These awards to the best new models for the year are voted by the readers of the magazine. They are awarded annually at a dinner event, attended by invitation, that takes place in the Nuremburg Transportation Museum. These awards, the industry version of the "Oscar," are extremely prestigious. This year the awards were won by Faller (2), Fleischmann (2), Kato, Marklin (2), Micro Metakit, Roco (3), and Weinert. I would have to admit to a certain amount of pride when Roco's Digital Crane was announced as a winner, as NMRA member Rutger Friberg was the inventor of this new product. Needless to say, Rutger was beaming!•

1997 May New Scoring Structure for Achievement Program

Achievement Program

Conducted by Pete Moffett,
AP Chair

New Achievement Program scoring structure outlined

The Convention Department (responsible for the NMRA Model Contest) and the Achievement Program Department have agreed on a change in the scoring system for motive power, cars and structures in model contest and AP judging. The change took effect in March. There will be a transition period of one year in which modelers may use either scoring system but by March 1998 the new system will be used by everyone.

First, some background on how this change came about. For two years the Pacific Coast and Mid Central regions have used the new scoring system in their regional model contests to study the impact on the results. This experiment was performed with the approval and consent of the Convention and Achievement departments. The scoring schedule they used is shown in the box below.

Category	Current NMRA	PCR/MCR Experiment
Construction	40	40
Detail	25	20
Conformity	10	25
Finish&Lettering	25	25
Scratchbuilding	25	15
Total	125	125

The new system involves taking five points away from the detail category and putting them in conformity. It also takes 10 points away from Scratchbuilding and puts them in Conformity. To be able to get maximum points in Conformity the modeler must submit photos and/or plans of the prototype. If it is a freelance model, photos and/or drawings of the type of prototype being modeled should be submitted. The total points remain the same at 125.

The aim of this change is to recognize the changing nature of model railroading in that less scratchbuilding is being done today than before because more highly detailed parts are available commercially than ever before. Also there is more emphasis today on prototype modeling which is supported by the proliferation of historical societies and SIGS devoted to the prototype railroads. The emergence of the Railroad Prototype Modelers SIG, which has a growing entry list in their models displays while the NMRA Model Contest is experiencing a dropping entry list, indicates that modelers are turning to prototype modeling. This trend was supported by the member survey conducted by Job Prak. The survey showed that prototype modeling is the growing.

There are two significant results of the PCR/MCR experiments.

1. Overall ranking of models did not change significantly when the models were judged under the new schedule as compared to the old. This was determined in MCR by judging all the models under the old schedule then rejudging them under the new one and comparing the results. PCR adjusted the scores by the ratio of the new schedule to the old to arrive at the score under the old schedule and found that the overall ranking of the models did not change significantly.

2. Models that earned a Merit Award under the old schedule also earned them under the new schedule and models that were not able to earn a Merit Award under the old schedule were not able to earn one under the new schedule.

The conclusion was that the new scoring schedule did not change the overall ranking of the models and the AP Merit Awards were earned by models that deserved them. The new scoring schedule goes some way to recognizing the change in emphasis of the hobby away from scratchbuilding and towards prototype modeling.

There is concern that the new scoring schedule has less emphasis on scratchbuilding and as a result lowers the standard in the AP because of the requirement that a certain number of models need to be scratchbuilt. The AP Regulations require that in the model building certificates (Motive Power, Cars, Structures) a specified number of the models shall be scratchbuilt. This requirement has not changed. So, to earn these certificates the modeler is required to scratchbuild. Also, the list of exempted parts that a modeler can use on a model and still have that model considered scratchbuilt has not changed. So modelers are still required to scratchbuild everything except; trucks, couplers, motors, gears etc.

This change in the scoring schedule does not mean that kitbuilders will have an easier time earning a Merit Award. It does mean that modelers will have to document the prototype information used to build the model. Compared to 40 years ago there are many more sources of prototype information available so gathering the necessary documentation is easier than it used to be.

The emphasis has shifted slightly towards rewarding research into the prototype and away from scratchbuilding simply because modelers are not scratchbuilding as much as they used too and they are paying more attention to prototype fidelity. The aim of this change is to reflect the change in the hobby.

There are many kits that are difficult to assemble and require just as much skill as scratchbuilding. I am thinking of LaBelle wood passenger car kits in particular. I would add the Ambroid 1-in-500 series as another example of the difficulty of kitbuilding. I built many of these cars and found them to be just a challenging as any scratchbuilding project. If I were to take the plans and instructions for one of these kits and buy the stripwood at the hobby shop and the brake details from Kemtron I would have a scratchbuilt car according to the rules. This just illustrates that the dividing line between scratch and kit is very broad and in many cases invisible.

The survey found that modelers are confused about how the AP and the model contest fit together. To help reduce any confusion the AP and Convention Departments have agreed to make the model contest and AP rules the same wherever possible. The new scoring schedule is a step in this direction. We (AP/Convention Depts.) are also planning to present judges training seminars and clinics at the National Conventions on how models are judged. This along with the recent mailing of AP Judging Guidelines to all 200-plus AP staff will, I hope, start to achieve some consistency in judging standards.

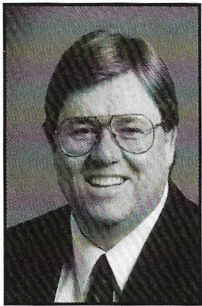
Everyone on the AP staff should now have the new AP Judging Guidelines and Entry Forms. if you would like copies just contact your Division or Region AP Chair. The latest list of Regional AP Chairs was published in the February 1997 Bulletin.•

1997 May

Doug Geiger earns MMR No. 226, Bob Wirthlin earns MMR No. 253, Craig Webb earns MMR No. 254, Arnold Walker earns MMR No. 255, Gavin Hince earns MMR No. 258 and John R. Hotvet earns MMR No. 259. 6 More MMRs!

1997 June Running for Trustee

Niagara Frontier Region

Clark Kooning, MMR

Clark is one of the youngest trustees on the board, having already served four years on the Board of Trustees representing the NFR. The NMRA President Bob Charles appointed him to chair the Education Committee and is a member of the NMRA International Committee. In the past he has been the President and Vice President of the Niagara Frontier Region. Along with these duties he has helped organize several regional conventions. Active in the modelling aspect of the NMRA, Clark has earned Master Model Railroader certificate #225. In addition to his national and regional contributions, Clark held several executive positions including Chairman of the Erin Mills Model Railroad Association, one of the largest clubs in Canada. Clark is a Paramedic Supervisor in the outside world.

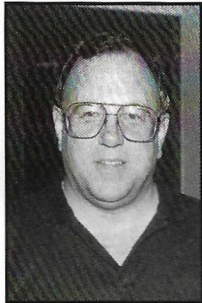
Clark says…

I believe the NMRA is about to turn the corner into a bright future and I would like the opportunity to continue to represent the Niagara Frontier Region.

When I stood for this position four years ago, I promised that I would stand for election in order to provide the NFR with strong representation on the NMRA Board of Trustees. I have been able to reach all of the objectives laid before me by the NMRA members of our region. This has been achieved by working many hours a week on your behalf. The Region board and I have been able to work together in order to represent your views and interests to the NMRA board.

I truly believe, along with many other NMRA members, we have one of the best regions in the NMRA due to our Canadian and American friendships. We are model railroaders first and foremost and I will continue to protect that special aspect of our region. I would ask you for your support for re-election to continue my promise to all NMRA members of our region.

North Central Region

Jim Zinser

For the past two years, I've been honored to serve as your trustee. I quickly learned that while improvements are needed on many fronts, the NMRA offers far more than most realize. Effective communications are vital we are to serve our members, so as "resident writer," a good part of my job has been getting the message out to the world.

Projects include creating the first-ever sales kit for the *Bulletin*. Armed with this material, sales manager Hank Kraichely has been able to increase advertising revenues dramatically. The result is a *Bulletin* less dependent on dues with more pages for the modeler.

I have also completed a new brochure explaining the many services of the Kalmbach Memorial Library. And after sponsoring the new Howell Day Model Railroad Museum, I wrote the press releases that announced its founding.

Additional communications projects underway include new member recruiting ads, an "inside the NMRA" video clinic and a series of *Bulletin* ads for the Member Aid Program starring the NCR's own "Thumbs."

As a member of the finance committee, I am working to make all services less dues dependent. And to aid membership growth, I have set up a network of recruiters within the NCR. Thanks to their hard work the NMRA is growing with the region.

Other concerns include the Achievement Program and home office operations. I supported motions that led to the current updating of the AP and helped raise the funds for our new office computer system. This, along with expected staffing increases, means we can look forward to better, faster service from Chattanooga very soon.

Two years ago I promised that I would work to make the NMRA more responsive to members. With your support, I can continue that work.

Mid Continent Region

Dean Windsor

Dean lives in Gardener, Kansas and has been a member of the NMRA since 1980. He is an active member of the Gold Creek Railroad Company, a Gn3 sectional railroad club, and the MCoR Turkey Creek Division of Greater Kansas City, having served as the 1988 Division Meet Registration Chairman, the 1989, 1990, 1991 General Co-Chairman for the Division Meet, Editor of the Turkey Creek Newsletter, "The Lightning Slinger," and the General Chairman of the 1993 MCoR Convention and is currently the Clinic Chairman for the National Convention in 1998. Dean has served the Mid Continent Region on the Regional Convention Study Committee, Area Meet Committee, Budget Committee, and Ballot Committee. He is currently the President and has served four years as Editor of the MCoR *Caboose Kibitzer* and MCoR Secretary for four years and Vice President for two years. Dean is also an active participant in the Achievement Program with 7 certificates and has won several regional and national model contests. Dean has been married for over twenty years and has two daughters. He also has a home layout under construction called the Big Timber Lumber Company, a 1920's HO standard gauge logging railroad.

I have always believed in what the NMRA stands for and the things it tries to do even though I don't always agree with every decision the leadership makes. I have had the opportunity to serve as the Trustee for the past two years and hope to do so again. I continue to head up the Headquarters Computer Committee and want to see this project to its conclusion.

1997 June SEE ROCK CITY! By Bob Charles

More and more members are asking questions about the NMRA's home city, Chattanooga, Tennessee. "In addition to being the NMRA's home, what is there and what could my family and I do if we go for a visit?" I've spent much time there recently, and the answer to that question is "quite a bit."

Of primary member interest are the rail-oriented activities, but there is much, much more. I'll address the "rail stuff" later. Chattanooga was the site of several major Civil War engagements including Chickamauga, the famous "Battle Above The Clouds" on Lookout Mountain, and served as the base of supply for General Sherman's "March to the Sea." For Civil War related sightseeing, the place to start is the Battles For Chattanooga Museum which defines the various Civil War sites in the area and provides an understanding of what happened there. Chickamauga — Chattanooga National Military Park in Chickamauga, GA, is America's first and largest National Military Park, dedicated to commemorate Civil War soldiers from both North and South. You can tour these parks on self-guided tours, hosted tours and even tours by horseback.

Chattanooga is known as the "Scenic City," and it comes by the name honestly. Located on a huge bend in the Tennessee River, Chattanooga is nestled among some very large mountains, the most prominent of which is Lookout Mountain. Lookout is home to the famous "Rock City," 14 acres featuring unique rock formations and lush gardens. The nearby "Lovers Leap" offers a wonderful view of parts of seven states. Also on Lookout are Ruby Falls, a 145 foot waterfall inside Lookout Mountain Caverns, Mother Goose Village, Fairyland Cavern and a favorite of kids and kids-at-heart, the Fudge Kitchen.

Chief among Chattanooga attractions is the Tennessee Aquarium, housing the largest freshwater collection in the world. You can tour a 60-foot canyon, two living forests and see more than 7,000 animals that swim, fly and crawl in their natural habitats. The saltwater collection features a number of hammerhead sharks in their coral environment. Adjacent to the Aquarium is the new IMAX 3-D Theater showcasing the ultimate in film and sound technology. There is also the Creative Discovery Museum, an interactive museum for children and adults with exhibits on science, history, geography, etc. Other museum attractions include the Hunter Museum of Art, the Regional History Museum and The Bessie Smith Blues Hall — all within a 10 block radius.

Chattanooga is also home to the National Medal of Honor Museum. This site features the history of the Congressional Medal of Honor, along with military history from the Revolutionary War to Desert Storm. Memorabilia, artifacts, paintings, prints and photographs are on display to illuminate the history of this most precious award to our nation's heroes.

An idyllic way to spend an evening with your family is a cruise on a restored, authentic riverboat. Dinner cruises are a real treat on the beautiful Tennessee River with a rivers-edge view of the city. Another unique dining opportunity is the revamped bus-trolley barn that is now Big River Microbrewery. There are many other excellent restaurants in the area.

Within an easy, two-hour drive are such major attractions as Opryland USA in Nashville, home of the Grand Ole Opry; Six Flags over Georgia; Dollywood in Gatlinburg, TN; and The Space and Rocket Center in Huntsville, AL. Located at nearby Big Shanty, GA, is the home of the famous Civil War Locomotive "The General." The General was featured in the Disney movie "The Great Locomotive Chase," and is housed in a small museum featuring quite a number of Civil War and railroad artifacts.

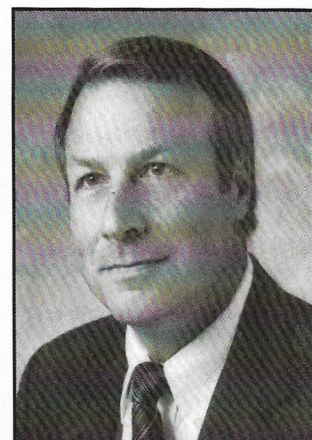
One of the annual highlights of the year in the "Scenic City" is the Riverbend Festival held each June on the Tennessee Riverwalk. Riverbend, which I had the pleasure of attending last year. The festival is a week-long celebration welcoming the summer season. In addition to the many stands for food, crafts, street vendors and the like, there are many headliners performing nightly in concert. Brooks and Dunn, Gladys Knight and the Pips, The Four Tops, Confederate Railroad, Reba McIntyre and Gloria Estefan were just a few of them over the last few years. It is a wonderful event for the entire family. Admission to the entire festival week is only $28, and well worth it.

Now for the "rail stuff." Located directly behind our headquarters building is the Tennessee Valley Railroad Museum, the largest operating Steam Railroad Museum in the south, which offers daily trips along its historic seven-mile right-of-way into Chattanooga. The collection of equipment in the Museum even includes a Hiawatha observation car. The Incline Railway, "America's Most Amazing Mile," provides trolley-style rail cars that carry you up Lookout Mountain. The incline reaches a breathtaking 72.7% grade at its steepest giving the Incline the distinction of being the world's steepest passenger railway.

The Chattanooga Choo-Choo Holiday Inn offers quite a unique experience. Housed in the former Chattanooga Station (a gorgeous restored structure), the Choo-Choo has many Pullmans converted into sleeping rooms in addition to their regular hotel rooms. Reserve early to get one! You can even enjoy "Dinner in the Diner." Nothing could be finer!

Chattanooga was an early rail center and prototype action is heavy to this day. The main line of the former Nashville, Chattanooga and St. Louis runs directly behind the NMRA offices. Traffic is frequent and motive power from lines as diverse as Conrail, Union Pacific and even an occasional Canadian loco can be seen. They are all moving in and out of the huge DeButts yard complex down along the Tennessee River. The photo used in the publicity materials for NMRA's reprint of the January, 1953 ORER was shot at DeButts in the forties. It is very active today, and that photo location on a roadway bridge over the yard still exists.

When you look at all Chattanooga has to offer, and consider that it is located centrally to the entire South at the intersection of Interstates 59, 24 and 75, you are led to the conclusion that our home is well situated and there are many activities for the entire family. As you have the opportunity, I would heartily recommend a visit to our home city for the entire family. You will enjoy the trip, and our staff will be pleased to meet you.•

1997 June Kalmbach Library Fills Many Roles

NMRA's library fills many roles

GUEST COLUMN BY GREGG AMES, LIBRARY DIRECTOR

How many of us have bought a kit at a meet or flea market… and found the instructions aren't there? That's just one way the NMRA's Kalmbach Memorial Library can help members!

Whenever and wherever I give a talk on using the Kalmbach Memorial Library, I can always count on the unexpected: a NMRA member who thinks up a new and interesting way to use library resources. That makes me glad we're here to provide services you can't easily get anywhere else. I can also count on the expected: a question or two about the library being an "underutilized resource," or a question such as "I don't use the library, so why do we need it?" Another frequent question is "who uses the library?" A11 of these are important questions to which every member should know the answers.

Is the library "underutilized?" Not all NMRA members use the library, that's true, but the number of members who do may surprise you: library staff now handles between 80-120 questions per month — about what a staff of three can handle given the complexity of most of the questions we receive and the library's additional responsibilities including managing an active book publishing program, (the *Official Railway Equipment Register* reprint, *Caboose Country!* and our many bibliographies and guides), as well as our departmental support work, periodical index updates, etc. Our data indicate that over 1500 members annually use the library.

Even more important than the number of members helped, is the effectiveness of library service: about 85 percent of all questions received by the library are handled within a month. When you're modeling your favorite road's passenger car fleet and need paint scheme information, you don't want your premier varnish put in the hole indefinitely! Many of our patrons have commented on the speed of our service. Of course, we we can't promise that every question will get express treatment — some questions take longer to research. And, some of the questions we receive are what we call "head-enders" their effect on our minds is similar to what happens when locomotives collide! Kidding aside, we're very proud of the high standards we've set for ourselves and the many great compliments we've received.

While the library is here first and foremost to answer questions, library contributions to the work of the association don't end there. The library has become an integral part of NMRA operations. Just a few of the "other" contributions the library makes include:

- Preparing the Book Announcements column in *The Bulletin*.
- Writing the *Bulletin's* "Timeframes" photofeature, based on library photos and slides.
- Operating the audiovisual loan and sales program.
- Working with volunteers to produce the annual periodical index.
- Providing direct assistance to NMRA departments on research and special projects.
- Bringing in new members who join to obtain library services.
- Answering questions from the press and others regarding our hobby.
- Preserving the history of the association.
- Managing duplicate book and magazine sales program.

One of the most fascinating and useful services the library offers is the Walther's Collection. This superb — probably unique — collection of kit instructions, catalogues, correspondence and drawings from manufacturers dates back to the 1930s. Members who find a kit without instructions can find help in this collection — we may just have the instructions you need. (And, by the way, if you've finished with a kit, please help by sending the original or a photocopy of the instructions to the library. Someone in the future will thank you!)

My favorite question is the question about questions: "what kinds of questions does the library get?" Nearly 80 percent of them are about prototype railroads: paint schemes, numbers, dimensions, technical details, and requests for drawings are the most frequent. Twenty percent of our questions are about modeling practices.

So, who uses the library? Over the past six months 73 percent of our questions have been asked by NMRA members. Non-members also ask us for help. Because of time constraints, we charge non-members for research service, particularly if their questions are complex. We are proud to have helped many railroad authors with their research. The most exciting part of our work is helping model manufacturers with research contributing to the development of new kits and expansion of the hobby.

Job Luning Prak, in his survey and analysis of the NMRA and our hobby, says that 41 percent of our members use the library. "The likelihood of library use increases if you model prototypically," he notes. With ever-increasing interest in prototype modeling , the library could be one of the best investments the association has ever made.

Whatever your modeling interests or needs, we are ready to serve you. Call or write with your questions or needs. We look forward to hearing from you!•

1997 June Howard R. Smith earns MMR No. 260, Richard A. Briggs earns MMR No. 261 and Pete Ellis earns MMR No. 263

1997 July Give Kids the World Continues from Bob Charles

Last year this column related the NMRA's involvement in Give Kids The World in Kissimmee, Fla. Well, things are moving — groundbreaking ceremonies were held April 18. Howard "HOrn" Goodwin, Sunshine Region Trustee, was in attendance. He sent along the story of Amberville, and... well, here it is in his words:

Early in 1996 NMRA President Bob Charles was contacted by Henri Landwirth, Founder of Give Kids The World, an international organization whose mission is to grant terminally and gravely ill children their last wish involving the various "Worlds" in the Orlando area. Henri was seeking the cooperation and assistance of NMRA in planning, designing and building an interactive model train display at Give Kids The World Village in Kissimmee.

President Charles didn't hesitate in bringing the NMRA into the project, and the deal was done. No paper, no contract, just the word of the principals. This is the way the entire village has been built, on word alone, for this is the only way Henri does business: "Your word is your bond," he says. In March of 1996 President Charles approached me and after showing me a video of GKTW, asked if I would take the responsibility of liaison between NMRA and GKTW. As Sunshine Region Trustee, I felt it my responsibility, but more than that, a great honor.

The story of Amberville begins not with Amber Holman, namesake of Amberville, but with her older brother Travis. In 1990 Travis, son of two remarkable parents, Brad and Lynette Holman, was diagnosed with a rare degenerative neurological disorder known as Battens Disease. Faced with the reality that there is no known cure for this terminal illness, the Holmans, through the "Make-a-Wish" foundation, made arrangements for Travis to visit Disney World. As the agency handling the Central Florida attractions, Give Kids The World became involved in the lives of the Holmans.

In August of 1990, Brad and Lynette took four-year-old Travis and a healthy three-year-old Amber on a week-long visit to GKTW Village and Disney World's Magic Kingdom. On arrival and orientation, Brad and Lynette immediately knew there was something special and magical about this place. Lynette describes it as a "dream world alive with amazing colors," exciting to all children (and adults as well). During the Thursday night family pizza party, featuring the "Official Village Mayor Clayton," a fuzzy bunny character who relates to kids, the family was introduced to founder Henri for the first time. It was a truly wonderful visit for the Holmans, but none were happier than the desperately ill Travis whose wish had been granted at last.

In May of 1991 Brad and Lynette received more devastating news when daughter Amber was diagnosed with the same deadly disorder that was claiming brother Travis. It would have been easy, I suppose, for some parents and families to come unglued, drowning themselves in guilt, doubt and self-pity, but not the Holmans. What courage it must have taken to continue to immerse themselves in their children and educate themselves about this deadly disease, knowing all the while the inevitable end. Their faith in God and themselves gave them the strength to carry on. In my conversations and interviews with them, the overriding impression is one of unwavering strength. These are two of the most incredible people I have ever known.

In the last week of April, 1992, the Holman's returned to GKTW Village, this time to fulfill Amber's last wish. During the visit, Brad approached Henri Landwirth to thank him for all the help he, and GKTW had been to the Holman family. Imagine Henri's surprise learning that this was their second visit. Losing two children from one family was not only devastating, but unprecedented. How could this be? Henri was stricken with disbelief, but at the same time was struck by the tremendous strength displayed by Brad and Lynette. It would prove inspirational to Henri later on.

The paths of the Holmans and Landwirths would cross again in 1993 when, shortly after the passing of Travis in March of that year at the age of 7, the Holmans visited the Magic Kingdom on their own. Amber was by then on special medicine, which was found to be contaminated. The contamination caused Amber to be hospitalized in Orlando for a month and a half. Learning of Amber's plight, Henri and wife Pam spent many days visiting Amber and drawing closer to her parents. When it became apparent that Amber was not recovering as quickly as hoped, Henri arranged some special "Magic" for her. The world famous mouse, Mickey, paid her a visit, in intensive care yet. That was just what the doctor ordered. How many "doctors" like Henri could we use in this world?

A special bond was formed between the Holmans and Landwirths at this time and they remain close to this day. On March 17, 1996, the inevitable happened and Amber succumbed three months before her ninth birthday. Due to schedule conflicts Henri and Pam could not attend the funeral, but services were held in the Chapel of GKTW exactly coinciding with the services in Amber's hometown.

Less than a month after the death of Amber, Brad and Lynette Holman were invited to come to GKTW for an appreciation luncheon to share their story. Henri met Brad and Lynette and shared with them drawings for a new attraction at GTKW Village featuring an interactive game room, aquarium and model train display. He informed them that it was his wish to call the attraction "Amberville Station," in memory of their daughter. Brad and Lynette were overwhelmed and overjoyed. Here was a lasting tribute to the memory of their daughter, touching the lives of all who would follow at GKTW. Could there be a better way to memorialize their little girl? As long as a place like Give Kids The World exists, there will always be a special place for children like Travis and Amber.

Well, that's the whole story. In this year of the National Summit on Volunteerism, it is important to know that your NMRA is active in such work. I'm sure that, like me, you are wondering how you can help. Well, you can! If you want to be a part of the NMRA GKTW project, write Howard Goodwin (his address is on Page 4, under Trustee, Southeastern Region) and let him know of your interest. Howard and the group will respond quickly to your inquiry. There is a need for quite a number of "G" scale buildings, and you can build one. Hopefully, many of our Regions, Divisions and members will want to help with the work. You never need to leave the confines of your home. Just use your skills to support the NMRA effort for Amberville. Thanks, Howard, for sharing "the rest of the story."•

1997 July

Achievement Program

Conducted by Pete Moffett, MMR
AP Chair

Changes approved for volunteer award

At the Mid-year meeting the Board of Trustees approved several changes to Achievement Program Regulations. These changes are:

Association Volunteer

1. Individuals (and their crews) who open their home or club layout for layout tours in conjunction with NMRA conventions or other NMRA sponsored events earn credit of 3 time units (TU) per day that the layout is open for viewing, up to a maximum of 12 TU for a National event, 6 TU for a Regional event or 3 TU for a Divisional event.

This credit is in addition to any credit that they may receive for being on the committee that works to set up the event.

2. Individuals who participate in modular layouts in conjunction with NMRA Divisions, or at NMRA sponsored events, earn credit of 3 time units per day for each day the layout is open for viewing at the event to a maximum of 12 TU for a National event, 6 TU for a Regional event or 3 TU for a Divisional event.

3. Boy Scout Railroading Merit Badge Counselors who are NMRA members can earn: 1 TU per month and 1 TU per Scout that qualifies. This credit is retroactive with no time limit for those who have served as counselors in the past provided that they were also NMRA members during the time of service.

The AP in Madison...

The AP Department will be at the Lake Junction '97 national convention in Madison, Wisc., offering a clinic explaining the AP. Come and join in a lively discussion. We will have lots of information available including handouts of the AP Regulations. AP staff will be on hand to answer all your questions.

All models in the model contest earning 87.5 points or more will receive an AP Merit Award and ribbon. You will be able to use the Merit Award towards your AP Certificates.

Special contest

The AP Department is again awarding plaques in the model contest which we call the "AP Kitbash Award." Awards will be given for the highest scoring Merit Award winner in passenger cars, freight cars, locomotives, on-line structures and off-line structures. The rules are few and simple.

1. Build a Merit Award-winning model using 40 percent kit or commercial parts.

2. Trucks, couplers and driving mechanism do not count towards the 40 percent content of kit or commercial parts.

3. List all the kit or commercial parts and where they are used on the model.

4. The model will be judged as part of the regular model contest.

5. The highest scoring eligible model in each category will be the winner.

Judging forum slated

If space and time permits, the Convention Department and the Achievement Department are planning to present a forum on judging models. This forum will cover judging both in the Model Contest and in AP Judging. The format will be a panel consisting of Brian Kampschroer (Convention Dept Chair), Bob Chait, MMR (Contests Chair), Rick Maier, MMR (AP Education Committee Chair) and this writer. We will attempt to explain how models are judged and answer questions regarding the process and the new points schedule. We are doing this to try to demystify the process and by doing so try to correct any misconceptions that exist about the judging how it is accomplished.

On Friday morning at the NMRA Awards ceremony we will present the AP Kitbash Awards and we will have some Master Model Railroader presentations to make. Come and join the fun.•

1997 July

Al Warren earns MMR No. 248

Joseph Mock earns MMR No. 250

James Beatty earns MMR No. 256

and, Our second-ever lady MMR—but first to have the Motive Power Certificate: June Maier **(see following page)**

1997 July

Love of trains started at grade crossing

June Maier earns MMR No. 243

I am pleased to announce that June Maier of Norton, OH, a member of the Mid Central Region has become Master Model Railroader No. 243.

June holds AP Certificates as: Master Builder - Motive Power, Master Builder Structures, Master Builder - Scenery, Model Railroad Engineer - Civil, Model Railroad Engineer - Electrical, Association Volunteer and Model Railroad Author.

In 1956 when June and her husband Rick (also an MMR) were saving for their future home and wedding expenses, they chose not to go out on weekends to save money. Instead, they spent their time together building and painting models for a future layout. Rick's interest in model railroading started when he was a small boy and June was able to share her interest in the hobby as they planned their first layout together for their new home. From an early age June had an interest in trains and would count each car in a train as it passed in front of her at a crossing. She often wondered what was inside each car. She lived near a six-track crossing, so there was never a lack of railroad presence.

As June's wedding drew near and she worked to finish a degree in education as well as save for the wedding, the layout took a back seat to other more pressing interests. She lovingly wrapped each structure, car and locomotive in newspaper and packed them in boxes for the future.

As time passed a few layouts were built and changed and built and changed. On each layout June helped solder the wires under the layout and muttered often that "this is the last time I want to do this down here." June helped lay track the old way, by hand. She nursed her aching and dented fingertips. She had a permanent dimple in her index finger from pressing hard on her X-Acto knife. There always seemed to be one more thing to add to the current layout.

June and Rick started a family with a son, but then increased it with two daughters. As the family was growing up June was involved in racing sports cars, camping, scouting, football, scuba diving, cheerleading, dancing lessons, swimming, skiing and anything else that the kids were interested in. All this time the trains and the layout were in the background.

A large garage was built on the back of their home and the "final" layout was planned. To the idea of a "final layout" June scoffs "sure!"

By virture of June's MMR, she and Husband Rick become the second couple MMRS, following Bill & Mary Miller.

1997 October **KATHY MCGILL TRIBUTE**

In February 1995, the NMRA was fortunate to hire a young woman named Kathy McGill. Kathy was bright, energetic and rapidly became an irreplaceable part of the team in the NMRA home office.

Kathy brought a wealth of knowledge and experience to the NMRA. She had been in merchandising and shipping/receiving for Wal-Mart prior to joining the team at NMRA. Kathy was largely responsible for the gift shop that now exists at the headquarters building in Chattanooga. She was also largely responsible for coordinating the effort with Goodwill Industries for the shipping of the Heritage Cars.

In August 1996, Kathy was diagnosed with cancer. She underwent various forms of treatment, including radiation, chemotherapy, and finally an experimental treatment that we all prayed would cure her of her cancer.

On Sept. 2, 1997, we and Kathy learned that this was not to be the case. The cancer was still in Kathy's body and stronger than ever. Kathy McGill lost her fight with cancer on Sept. 13, 1997. She is survived by her husband Michael and their two children Rhianna, 6, and Jason, 15.

We are pleased that Kathy was with us long enough to see one of her first goals for the NMRA come to fruition. Kathy always thought the NMRA should have a catalog of our collectibles for the members and through Kathy's hard work and persistence, we now do.

On a personal level, I will miss Kathy very much. Not a day goes by that I don't look for her to come bouncing into the office each morning. My prayers and sympathies are with her family. Good-bye, Kathy, we'll miss you.

—Connie Rudder,
Administration Department Manager

1997 December

Eric Porch earns MMR No. 245

Dave Birmingham earns MMR No. 264

1998 January

Charles M. Buswell earns MMR No. 265

David Skinner earns MMR No. 266

1998 January

C Kenneth Byrne earns MMR No. 267

1998 February   Many Award Winners Listed

Distinguished Service Award

John Armstrong was recognized for his service to the hobby in 1996. Bobbye Hall and Bill Schaumburg were recognized in 1997.

John Armstrong

John Armstrong was first recognized for his service to the hobby with a DSA in 1968. He has continued to write prolifically for the hobby press, both in article and book format, and to generously give of his time with clinic presentations at both region and national conventions. Using his outside-third-rail O-scale Canandaigua Northern, he has kept us up-to-date with new techniques. He is best known for developing the concept of "By the squares" in layout design, and his planning books have remained in print for many years. Because of that continued activity, he joins a very select group — a group of one — to receive a second DSA.

John first joined the NMRA in 1947 and is a true pioneer in the hobby.

Bobbye Hall

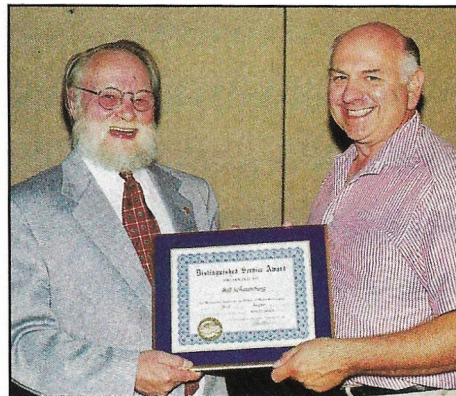
Bobbye Hall has served hobbyists as both an importer (Hallmark Models) and hobby shop proprietor in Dallas. She has given generously of her time to the hobby industry, working with both the Hobby Industry Association and the Model Railroad Industry Association. Board membership in MRIA culminated with a term of president from 1980-82. She received the HIAA model railroad division Big Wheel award and Meritorious Award for those activities. She was elected to the NMRA Pioneers and the MRIA Hall of Fame in 1996.

Bill Schaumburg

Bill Schaumburg is well known to hobbyists because of his long association with

Bobbye Hall (center) with friends

Railroad Model Craftsman magazine, first as associate editor in 1978, then as managing editor in 1981 and currently as editor. Prior to joining Carstens Publications, he was active in the NMRA, holding several offices in the DuPage Division of the Midwest Region.

Like many professionals in the hobby, he is also an active model railroader (in On3).

Bill Schaumburg, right, with Bill Becker

At one time Bill was known to have an interest in the Southern Pacific narrow gauge, but his articles in the press have indicated a change to the Nevada County narrow gauge. Rumor has it that there weren't enough trees in the Owens Valley and he wanted trees on his layout.

Prior to joining *Railroad Model Craftsman* Bill was a history teacher in Illinois. The two interests in teaching and history are still evident. He has generously shared his knowledge and expertise at many NMRA national and regional conventions in addition to his occasional article in *RMC*. His clinics and writing are often about accurate historical modeling and the location of sources to make it possible.

President's Awards

Receiving the President's Award at Madison were Rutger Friberg and Connie Rudder. Rutger was the lead man on setting up the meetings between the NMRA Technical Department and MOROP, the European standards group. Connie Rudder, the NMRA's Administration Department Manager, was recognized for her management of the office in a time of much staff turnover and for her volunteer efforts to aid the association outside of her job duties.•

1998 February

Larry & Phyllis Lauer (left) with President Bob Charles

Larry Lauer

Larry Lauer, from the Detroit area, has served the NMRA in many capacities. His first service to the national was as a trustee for four years starting in 1966. Larry accepted a major responsibility in 1979 when president Craig Brown asked him, together with Art Daehler and Joe Bothman, to supervise the planning and construction of our headquarters office building in Chattanooga. Larry's background in the construction business was expertise that the NMRA needed. Larry also recognized the resources were scarce, much more meager than the required construction costs. In association with his division, he shepherded the the production of several commemorative cars and a locomotive to make up a 50th anniversary train set which was then offered to the membership as a fund raiser.

Larry has been recognized previously for service to the association, receiving a President's Award in 1978 and a Distinguished Service Award in 1980. He has been an active modeler and member of the association for some time, holding life membership No. 929. He is Master Model Railroader No. 231.

Dorothy Keeler

Dorothy Keeler attended her first NMRA function in 1948 at a Pacific Coast Region convention, where some 30 women attending were called "Railroad Widows." By 1957, at the national convention in Houston, activities for the ladies were on the program, but were now called "Railettes," a name first proposed by Faith Rider. That name was officially adopted by the NMRA at the 1959 San Diego convention. By 1968 Dorothy was an active planning member of the Railettes, and when the PCR was awarded the convention that year, Dorothy volunteered to organize a program for the ladies.

With no budget for a ladies program, Dorothy organized a group of helpers that raised money with rummage and sandwich sales. That group of ladies remained active under Dorothy's leadership for some 15 years. It is for those 15 years of leadership that she is recognized.

(*Editors note: The Railette Program is*

**Thumbnail Sketch of Railette—
Rosella Nash**

DOROTHY KEELER CENTER

Faith Rider far right

The Railettes, February 1998, are now known as the non-rail program.

1998 February

By Bill Becker, Honors Committee Chair

Each year, at the discretion of the Board of Trustees, the Association may recognize individuals who have given of their time over and above that expected for normal job responsibility or NMRA responsibility.

Two awards are given, Honorary Life Membership for exemplary service to the association and the Distinguished Service Award for service to the hobby.

Additionally, the president may recognize those individuals who have performed special services for the association with the President's Award and departmental chairs may recognize service to a department with a Meritorious Service Award. Awards are not necessarily given each year.

Until the 1996 convention in Long Beach, Calif., the Honorary Life Membership has been awarded to only 33 people in the association's more than 60-year history. One person was recognized for long-time service to the association with this honor in 1996, and two more were recognized at Madison, Wisc., in 1997.

Although the Distinguished Service Award is sometimes given to an NMRA officer or committee chair because of their activity in outreach programs, it is more common that the award be given to someone outside NMRA officialdom. That is the case in 1996 and 1997. One was recognized for service to the hobby at Long Beach, while two were recognized at Madison. President Charles honored three with a President's Award at Madison.

Honorary Life Membership

By approval of the Board of Trustees, John Saxon was awarded an Honorary Life Membership in 1996 and Dorothy Keeler and Larry Lauer were recognized in 1997.

John Saxon

John Saxon was the point man to revitalize NMRA presence in Australia and New Zealand, after the demise of the old Southern Cross Region in 1967. John started the long procedure to reactivate the region in 1976. It gained momentum in 1980 when John travelled to the United States to meet with NMRA officers, and culminated in 1984 when the board gave its approval. John was the first trustee of the Australasian Region and has continued to serve, now in his 13th year. In addition, John is a Master Model Railroader and serves as AP representative in the Australasian Region. He also serves on the Finance Committee (Chair 1994) and on the Budget Committee.

John & toni Saxon

John's Cedar Valley Lines, loosely based upon the Southern Pacific and set in the steam-diesel transition era, is to be dismantled shortly, but I'm told plans are underway for a new layout in a new home.

1998 March: Computing for the 21st Century...upgrade time!

Comments from President
Bob Charles

Computing for the 21st century

For some time now, our national headquarters has been involved in change of a very major nature. Our association has operated on an an IBM System 36 computer for many years. This system, excellent at the time it was purchased, is woefully inadequate for today's business world. We have simply outgrown it, and our needs are far beyond its capabilities to operate productively. Mindful of the extremely challenging nature of our budget, your Board decided to work together to raise funds outside the normal budget process to see if we could improve the situation.

Happily, many of the progressive Regions and Divisions, along with some interested individuals, were willing to support this effort. Enough was provided to begin the first several phases of what is planned to be a seven-phase project. A computer committee was established and the procurement process moved forward as soon as the start-up funds were in-house. Specifications were prepared and bids were solicited from a variety of sources. A target date of Sept. 1, 1997 was set for the conversion. That date slipped for a number of reasons and the system was finally ready for use on Nov. 21, 1997. For obvious reasons, the old and new systems must be operated in "parallel" to assure operability and reliability of the new system and accuracy of the data conversion.

With just three workdays (Nov. 24, 25, 26) to the end of the month it was impossible to enter all data in both systems. Consequently, staff management and several volunteers worked almost the entire Thanksgiving holiday weekend to complete data entry for the month in both systems. This was necessary to be ready for commencement of the month-end process beginning December 1. That they managed to get it done is a tribute to the individuals involved.

Now the challenge grew, for the usual "glitches" in programming and usability began to show up during the keying of November. *Much* time was required, working with the professional programmer, to overcome the difficulties found. We were well past the mid-point of December, a short month anyway, before data could finally be keyed for that month. Our Office Manager spent almost the entire Christmas and New Years holidays in the office to complete keying the data for December so the month-end process could begin close to on schedule in January.

As I write this column, it is mid-January, and the decision has been made to run at least one more month in parallel operation. The reason is simple. Until we have the confidence that the new software will accurately handle our membership and we are past the "glitches," we cannot complete the transfer. If the two systems balance and support code programming is complete at the end of February, we hope to go "solo" on the new system by March 1. Those of you familiar with computers can likely relate to the challenges we have faced in conversion. I am not a computer expert, and rely on the expertise of those who know the business. I am told that much of what we faced is "typical" for such conversions, though "rough."

One of the major benefits anticipated from the new system is improved turnaround on membership cards. As our current system operates in a "batch- process" mode, the cards are sent once monthly, as a part of the end-of-month process. This means that a member whose renewal or new membership arrives in Chattanooga early in the month can reasonably expect his card to be mailed from Chattanooga late the first week or early the second week of the following month. Depending on the delivery time in the mails, the result can be almost two months of lag time between the time a member sends in a payment and the card arriving at home. We find that lag time both unacceptable and frustrating. I know you do too, for we get calls and letters about it.

Under the new system, we will be able to mail cards two to three times per month, depending on volume. The only limitation will be sufficient quantity to use bulk mail, a minimum of 200 cards. The result will be *a more* timely arrival of membership cards and member communications. Further, when we add a laptop to our system, we will have the ability to provide members who sign on or renew at National Convention with their member cards when they return to the booth the next day.

There are many other benefits of our new system. One that we eagerly await is the ability to provide electronic reports, rather than antiquated "green-bar" paper, to our Regions and Divisions. Shortly, we will be able to provide monthly reports on a 3.5-inch floppy disk. Obviously, this is much easier to handle than the "green bar reports," and will help reduce expenses as well.

One of the first follow-on projects will be to devise a method to provide monthly reports in download form to the designated coordinators within these entities. Entry of new and renewing members will ultimately be simpler for the coordinators, too. With software specifically designed for the purpose, they will be able to put their batches on a disk to send, and eventually upload, the data to NMRA HQ. This should result in improved turnaround from Region to HQ and back, when sent on a timely basis.

Another major benefit we eagerly await is the ability to provide quick response on inquiries about shipments of collectibles, books and Heritage cars. Today, responding to your inquiry involves a time-consuming manual look-up through vast stacks of paper. Once all orders and shipments are entered in the new system, look-up should be quick and easy. These are a few of the major benefits of our new computer system that will be visible to you. There are many others, including extreme user-friendliness to the staff, improved accounting, inventory control and improved report generation. The new system will be much more productive. While e-mail will be possible, it remains some time in the future, for we need to be staffed to handle that workload on a timely basis.

As I alluded earlier, these gains will not come without some pain, and we are experiencing some of that today. With the additional workload generated by operation on two systems, our staff is extremely pressed to complete the volume of work required within the monthly deadlines. Inevitably, some individual attention is lost in this process. Please bear with us as we work to improve our overall member support systems. We are confident that you will be pleased with the benefits that will accrue from this project.

I am reminded of the signs we occasionally see on highways under construction: "Temporary Inconvenience—Permanent Improvement!" We hope you'll find, however, that our "signs" will not be up nearly so long!▪

1998 April — Hail and Farewell by Bob Charles

March was a watershed month for the NMRA. Two major staff positions have seen change this month and both are significant events for our Association.

It is my pleasure to announce the arrival of our new Executive Director. James Taylor, CAE (Certified Association Executive), comes to NMRA with a rich background in non-profit association management. He has served the American Numismatic Association since 1988 as National Director of Educational Services. His other experiences include operation of his own business, Taylor Tours For Business and Education; University of Colorado Medical School; and the office of the Illinois Attorney General.

Among his numerous ANA responsibilities was management of a world-class museum with holdings in excess of 20 million dollars and the world's largest circulating numismatic library. Responsible for the editing and publishing of a number of books and videos during his tenure there, Taylor was able to produce revenues in excess of $600,000 for his Association. These skills are key to the needs of NMRA, as among his many responsibilities here will be fund raising, support and development of our Howell Day Model Railroad Museum and, of course, the further development of the NMRA's Kalmbach Memorial Library.

From an educational viewpoint, James directed and produced a daily educational program for National Public Radio that was carried by more than 550 stations. With more than 1,000 shows produced since its inception in 1992, the series was nominated for three Peabody awards and two DuPont awards. Additionally, James was involved in the creation and testing of student and adult curricula on numismatic subjects. These skills will provide a much-needed support to the educational efforts of our association.

Taylor, a graduate of Northwestern University with a Masters Degree in Public Administration from Harvard, took his new NMRA post on March 16, 1998. He has overall responsibility for operational aspects of our Association. James met with the department chairs and Board at the mid-year meetings. He looks forward to meeting our members in Kansas City and joins NMRA with high expectations for both himself and our association. Please join me in welcoming our new Executive Director. He is a tremendous addition to our family.

After almost five years as director of the NMRA's Kalmbach Memorial Library, Gregg Ames has had a wonderful and well-earned opportunity come his way. It is the proverbial "offer you can't refuse." Gregg has accepted a position as Curator of the Barriger Collection, one of this country's most important libraries of railroad business and technical history. John Barriger, III, the "Doctor of Sick Railroads," was in his business career the Vice President of the New Haven and the Rock Island railroads; and President of the Katy, the Monon, and the Pittsburgh and Lake Erie. Barriger was also an avid book collector and photographer. Upon his demise, his entire collection was donated to the St. Louis Mercantile Library, now a part of the University of St. Louis. Gregg's move to the Barriger is a both a tribute to his professionalism and a recognition of how far the NMRA Library has progressed under his tutelage.

While Gregg's departure is admittedly a large loss to the NMRA, it must be with a certain amount of pride that we bid him farewell. It is always a positive to see one of our own move on to greater things, for his accomplishments here have been many. Under Gregg's leadership the NMRA's Kalmbach Memorial Library has grown and prospered.

Turnaround time for research questions has plummeted, while the quality and depth of response has taken a quantum leap forward. Gregg has developed, organized and measurably improved our reference capabilities. Our recent reprint of the *ORER* and the upcoming publication of *Freight Terminals and Trains* are due largely to his efforts. He has simply established our library as an authority in the field of railroad research.

Finally, from a personal perspective, it has been a pleasure for me to work with Gregg over the last four years. While we have not always agreed, a healthy respect has been the hallmark of our dealings, and the results speak for themselves. We have become fast friends, and that friendship will remain an enduring blessing over the years to come. The next Library Director will have large shoes to fill.

Farewell, friend! You will be sorely missed by us all!•

1998 May

Dan Lewis earns MMR No. 268

Douglas Hole earns MMR No. 269

Patrick Lawson earns MMR No. 270

Charles M. Spangler earns MMR No. 271

1998 May New Activities Target Youth

Guest column by Allen Pollock, Executive Vice President

I would like to thank President Charles for the opportunity to address the membership concerning some exciting programs that are happening within the NMRA. These first two items deal with our efforts to involve youth in our hobby so they can see, first hand, the benefits and enjoyment that we each derive from it.

You have probably heard by now of the tremendously successful program implemented last summer at the Boy Scout Jamboree. Charles Anderson and his team of scout leaders/model railroaders from Texas put together an activity program that resulted in 1,500 Boy Scouts qualifying for their model railroad merit badge. This program was supported by the hobby industry, the railroad industry and many corporate sponsors. This program consists of a large semi trailer, converted to look like a modern diesel locomotive, that serves as one of the seven classroom settings. In it topics that specifically address the qualifications for the merit badge are taught. We have made arrangements to bring this entire program to the convention this summer in Kansas City. It will be marketed to all youth of scouting age for the duration of the National Train Show, Friday through Sunday.

Some of the activities include general overview of railroading, signaling, railroad safety, modern operations and other pertinent information. We need your help to make this a success. If you are planning to attend the convention, and would have an extra hour or two to commit to helping with this "edutainment" activity, please contact Charles at 800-622-6539. Volunteers will help the youth go through the program and assist the instructors.

Earlier in the week of the Kansas City convention, and actually kicking off the "edutainment" for youth program, the NMRA Youth Committee is presenting the NMRA Junior College Program. This new program has been formulated by member Rutger Freiberg of Sweden. Many of you who attended his clinics in Madison last year heard of his passion to involve youth in our hobby. This program is designed to give the children of convention attendees a hands-on chance at seeing our hobby. It features activities designed specifically for youth. There will be six or more work stations positioned in two clinic rooms (in the same area as the regular clinics) that include activities sponsored by leading manufacturers. These include a model railroading computing area, model builders "make and take" clinic area, a dispatching area working with the DCC controlled crane, "Kids for Kids in KC" layout construction, and switching contests, both manual and computer controlled. All of this will be available to children Monday through Wednesday of convention week.

There is no competition, and all who participate will be presented with certificates of participation and other prizes. We need your sons and daughters to participate in this, and we need your help, Mom and Dad, to work with our students. Please give us an hour or two of your time to help provide the needed adult supervision for this additional "edutainment." Please contact either Dean Windsor, Mid-Continent Region Trustee, or myself. Our addresses and telephone numbers are on Page 4.

Another new feature of the Kansas City convention will be the special commemorative car that is being produced through the good graces of Jim Conway of Con-Cor. This attractive box car, to be available in HO and N scale in very limited quantities, can be purchased at the NMRA membership booth, and is being produced as a fundraiser with all the proceeds being donated to the Ronald McDonald House Charities. We are very indebted to Jim for his generous contribution and allowing your NMRA to collaborate on this very worthwhile effort to help a nationally recognized need.

And finally, I just wanted to bring to your attention that the NMRA affinity credit card, through MBNA, is still in existence and will again be made available to the membership. You will be seeing more detailed information in advertisements here in the Bulletin, and there will be a general mailing to the membership. I might add that there will not be any telephone solicitation. Since those of you who have joined the NMRA in the last five years probably are not even aware that NMRA has such a card, I can tell you that the card contains many if not more of the features that are offered in our daily mail. This card has been designed specifically for our members, depicting our home office and library building in Chattanooga and our association symbol, contains favorable terms, shows that you are an NMRA member and provides a modest benefit to our NMRA. Use of this card is a painless way to support your association.

I look forward to seeing old friends and meeting many new ones at the convention in Kansas City this summer. Please take a moment to come up and introduce yourself.

NMRA Youth Committee Presents
NMRA JUNIOR COLLEGE PROGRAM
as part of the Kansas City Convention

If you are planning to attend the annual convention in Kansas City this year, we would like to formally invite you to bring your children and young teens for a new and exciting selection of activities dealing with model railroading. We will be providing six or more workstation/activity areas that will be supported by leading model railroad manufacturers. These include working with the Marklin Crane, Kids for Kids in KC layout construction, how to do it clinics presented by representatives of leading manufacturers and their products, computers, playing with DCC and even an "edutainment area" for those waiting to get into the other playstations.

These activities will be held in the convention hotel on Monday through Wednesday of the convention week. We NEED YOUR CHILDREN, and we need you to help us man this effort. Give up a couple of hours of your convention time to help with this exciting new effort.

For further information, contact: Dean Windsor or Allen Pollock (check the masthead for address and telephone numbers).

1998 July Something For Everyone by Bob Charles

The July issue of *The Bulletin* is often the first issue many people see — and it is one of the key benefits of NMRA membership. Included among these first-time readers are attendees at the National Train Show, new members who joined to attend our National Convention, and attendees at the MRIA show. It is to you, the first-time reader, that this column is addressed. You will make up the backbone of our hobby in years to come.

What, then, is the National Model Railroad Association? The NMRA is an association of model railroaders of all scales who are dedicated to improving and promoting our hobby at all levels. Our mission statement says it best:

> *"The membership of the NMRA is a diverse group of individuals unified by their love of model railroading. They represent a wide variety of interests and wish to improve and expand the hobby through mutual effort."*

The United States Internal Revenue Service has recognized the charitable nature of our Association, granting us "charitable, tax-exempt, tax-deductible" status.

We were chartered in 1935 with the express purpose of establishing standards in a hobby that was largely without them. At that time, most manufacturers' equipment was only compatible with itself, and not interchangeable with that of other makers. Interchange standards were non-existent. The situation could be likened to the prototype in the 1840s and '50s — almost no railroads exchanged cars with another because they were of different gauges; couplers and standards were simply not yet set.

Over our history, the NMRA Technical Department has worked extensively with members and manufacturers to develop standards for the hobby. While the basic standards for model interchange were adopted many years ago, the hobby has continued to evolve and the requirement for current standards is as important today as it was 63 years ago.

The most recent major upgrade, adoption of standards for Digital Command Control, has had extensive impact on the development of model railroading. Since this standard was adopted, many new manufacturers have entered the field with conforming products. As a direct result, function has expanded significantly while prices have dropped. NMRA members have made this possible with their support of the association through their membership.

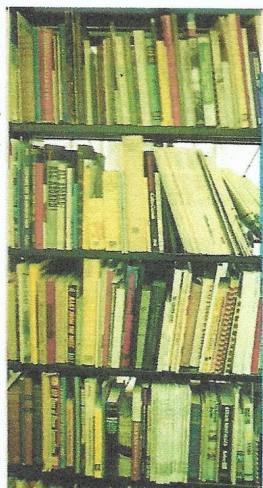
We are, however, much more than a "standards" group. The NMRA's Kalmbach Memorial Library is one of the finest research facilities of its type. It is complete with archival storage for film, slides, drawings, photos, and all kinds of rail-oriented materials. Each member has access to the services of the Library for research and information to assist with individual projects. Each year we answer hundreds of questions for members and manufacturers seeking more accuracy in their models.

NMRA's book productions have provided growing benefit to the hobby. Our recent reproduction of the *Official Railway Equipment Register* of January 1953 provided a much sought reference source for modelers and historians alike. Next month we will begin delivery of our reprint of John Droege's *Freight Terminals and Trains* with an introduction by John Armstrong, Dean of Layout Designers. Do you have your copy reserved yet? It is a great reference well worth the price.

In addition to the National Convention and Train Show, the NMRA sponsors conventions at the regional and divisional level all around the world (our non-US regions and divisions are very active). These events typically last a day or a weekend. They provide a variety of ways to learn more about both model building and prototype operations. The NMRA is made up of 17 regions around the world with many divisions in most regions. Each of these events is an opportunity to become further involved in the hobby of model railroading at a much more local level.

The NMRA sponsors conventions at the regional and divisional level all around the world (our non-US regions and divisions are very active). These events typically last a day or a weekend.

One of the questions I am most frequently asked is "Why should I join the NMRA?" There are as many answers to this question as there are questioners. For some the direct benefits the NMRA provides, such as *The Bulletin,* educational opportunities, research capabilities, model insurance, model contests, conventions, Heritage Cars, collectibles, and many more, are compelling reasons to join. For others, the ability to support the hobby through membership in an association whose mission is improvement in the hobby is a very meaningful motivator. Still more find the opportunity to meet with like-minded individuals in real fellowship and mutual enjoyment of the hobby is an experience not to be missed.

For me, while all the above are accurate, the best reason to belong is the interesting people I would never have met anywhere else and the friends I have made in my travels within the Association. The friendships developed here can last a lifetime, and I can think of no better reason to do anything. After all, model railroading really is fun!

1988 July Library Dedication

Your NMRA headquarters building. The Kalmbach Memorial Library occupies 2,500 square feet (230 square meters) at the west end of the main floor. A full basement and unfinished attic provide space for many years of growth.

Library Dedication

conducted by
Bruce Metcalf
Library Director

On Tuesday, July 19, 1988, over 135 members and friends of the National Model Railroad Association gathered at the NMRA headquarters in Chattanooga. Most came by bus from the National Convention in Birmingham, some drove from the convention, and a few who couldn't make the convention made a special trip from as far away as Japan. What was the event that brought a record number of people to Chattanooga on one hot summer afternoon? It was the dedication ceremony for the A. C. Kalmbach Memorial Library.

Addressing those in attendance was a panel of distinguished speakers representing several distinct points of view. First on the program was James J. King, chairman of the Kalmbach Publishing Company, to talk about the man for whom the library was being named—Albert Charles Kalmbach. In addition to founding the largest publishing company in the field of model railroading, Al Kalmbach was one of the founders of the NMRA, helping to organize the first convention in 1935. In addition to being a charter member, Al was honored with Honorary Life Membership #1 and a special Thirtieth Anniversary Award. His other services to the NMRA included serving as business manager and BULLETIN editor, not to mention publishing NMRA business as a column in MODEL RAILROADER before the BULLETIN was established as a regular monthly publication.

The second speaker was Eugene E. "Gene" Hickey, past president of the NMRA, who was invited to speak because he was the first NMRA president to clearly articulate the NMRA's need for a library. He discussed the people and dates involved in the decisions that lead up to the library and the inclusion of the library in the plans for the headquarters building. Gene is Master Model Railroader #24 and has been awarded Honorary Life Membership for service to the NMRA and the Distinguished Service Award for service to the hobby.

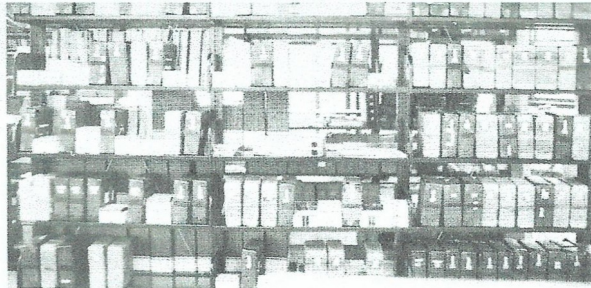
The main speaker of the afternoon was Dr. Edwin S. Gleaves, the Tennessee State Librarian and Archivist. His comments on the importance of special libraries like ours to the state and the world at large are presented elsewhere in this issue (see box). Providing a perspective of the NMRA and the Kalmbach Memorial Library from the outside, as it were, Dr. Gleaves' remarks helped us to remember that the importance of the library goes far beyond our own membership.

David Messer, chairman of the NMRA Library Committee, then took the stand to describe the organization and future plans for the library. The library operates under the supervision of the library director, who also directs the activities of a group of volunteers, both on-site and out of town. The library director reports to the library committee chairman, who is supported by the members of the library committee who also review and approve library policies and procedures. The library committee is part of the Staff and Records Department, headed by the NMRA secretary, who is in turn appointed by the Board of Trustees.

Plans for the future of the library include expansion of existing programs, increased use of computer automation to provide quick and easy access to library materials, doubling the amount of shelving in the main library, and the involvement of increasing numbers of volunteers to help keep up with the demand for services that far outstrip the capacity of the library's single paid employee.

The last speaker of the day was NMRA President Robert Dupont who read a statement dedicating the library to the memory of founding member Albert Charles Kalmbach and to the service of the railroad and railroad history communities, the model railroad industry, the hobby of model railroading, and the members of the NMRA.

Those in attendance were then invited to tour both the library and the headquarters office across the hall. Those on

The Library's collection of periodicals includes over 30,000 issues and more than 350 different titles. Thanks to the NMRA Periodical Index, articles can be found without reading them all.

NMRA Tape/Slide Clinics, Tape/Slide Layout Tours, and Videotapes are dispatched to U.S. addresses from the library at the rate of over 30 per month. The T/S program has grown to over 70 titles over the past 25 years, with four new programs now in production. While some new programs are done on videotape, the slides will be kept and the better programs converted for viewing both ways.

the convention tour left the area by way of the Tennessee Valley Railroad's steam passenger train for eventual return to Birmingham. All those present left with a better understanding of the brief history and importance of the Kalmbach Memorial Library and of the man in whose memory it is named.

Those taking a tour of the library found a room approximately 50 x 50 feet (15 x 15 meters). One corner contains a large workstation for the library's paid and volunteer staff, plus the computer systems that allow easy access to the library's holdings. Around the walls are located special cabinets for slides, negatives, microfilm, oversized drawings and maps, and locking cabinets for tape/slide clinic originals and rare and fragile materials.

Dr. Edwin S. Gleaves, Tennessee State Librarian and Archivist. Photo by Kevin Centers.

Half of the remaining area contains shelves to a height of seven feet (two meters) filled with some 30,000 periodicals, 1,500 books, 250 audio-visual programs (tape/slide clinics), and an assortment of timetables, maps, calendars, archives, and other material.

Also visible was a stack of boxes comprising over 100 cubic feet (3 cubic meters) of donations in the process of being cataloged. Arriving weekly, members and friends donate library materials at a rate of some 40,000 items per year, accounting for nearly all of the material on hand.

Out of sight in the basement was the microfilm camera; the collection of some 2,500 prototype drawings whose filming has begun thanks to a summer intern from the University of Tennessee at Chattanooga; enough shelving to fill the main floor of the library; and a carload of surplus and duplicate books and magazines that were taken to the convention for sale at the auction and trade show, providing over $1,000 to help support the costs of library operation.

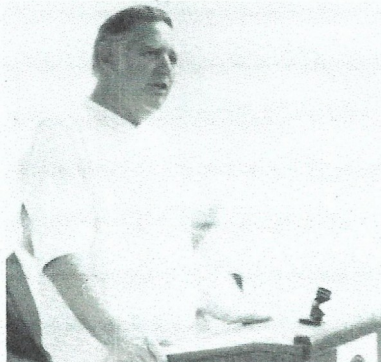
While there can be but one dedication, the library will continue to perpetuate the memory of one of the founders of the hobby, as well as the NMRA, and it will do so by keeping alive the ideas and ideals that Al Kalmbach spent most of his life working on: the importance of railroads and modeling them, of the written word, and the people who write and read those words. Plus one thing more—the understanding that, "Model railroading is fun!"

Dedication Videotapes and Audio Tapes

A videotape of the dedication ceremony for the A. C. Kalmbach Memorial Library is now available for sale from the library. This 30-minute program includes all of the remarks by the five speakers mentioned above.

The price for this VHS videotape is $30 postpaid (including APO, FPO, and Canadian addresses). Beta format is available on special order, and conversions to PAL or SECAM (for overseas use) will be quoted upon request.

For those without a videotape player or who prefer only the words to smiling faces, an audio cassette tape of the dedication program is also available at $5 postpaid.

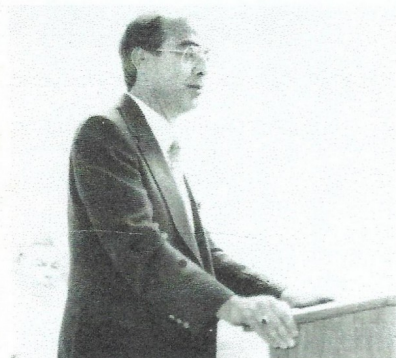
Please make checks payable to "Kalmbach Memorial Library," and send your order to Dedication Programs, A. C.

Robert Dupont, NMRA president. Photo by Kevin Centers.

Eugene E. "Gene" Hickey, past president of the NMRA. Photo by Kevin Centers.

Library Director Bruce Metcalf. Photo by Kevin Centers.

1988 July Library Dedication Cont.

Back row, left to right: Kalmbach Publishing Co. Chairman James J. King; Library Committee Chairman David W. Messer, MMR; Tennessee State Librarian and Archivist Edwin S. Gleaves; Past NMRA President Eugene E. "Gene" Hickey. Front row: Library Director Bruce Metcalf; NMRA Secretary Wm. T. Becker; NMRA President Bob Dupont. Photo by Angela Lewis, reprinted by kind permission of the CHATTANOOGA NEWS-FREE PRESS from their July 24, 1988 edition.

Kalmbach Memorial Library, National Model Railroad Association, 4121 Cromwell Rd., Chattanooga, TN 37421-2119. You may also order by calling the library at (615) 894-8144 with your favorite credit card.

David W. Messer, MMR, Library Committee Chairman. Photo by Kevin Centers.

Dedication Souvenirs

Souvenir programs and admission tickets from the library dedication (quietly marked to differentiate them from those used at the dedication) are available while supplies last to anyone making a cash donation of $10 or more to the library. You must include a note asking for the program and ticket.

Persons who attended the dedication (as indicated by the guest register) may receive one set without difference marks on the same terms.⊗

James J. King, Chairman of Kalmbach Publishing Co. Photo by Kevin Centers.

REMARKS UPON THE OCCASION OF THE DEDICATION OF THE A. C. KALMBACH MEMORIAL LIBRARY NATIONAL MODEL RAILROAD ASSOCIATION, CHATTANOOGA, TENNESSEE

JULY 19, 1988

by Edwin S. Gleaves, State Librarian and Archivist of Tennessee

I am delighted and honored to be invited to participate in this auspicious occasion. On behalf of Secretary of State Gentry Crowell, Chairman of the State Library and Archives Management Board, and on behalf of the library community at large, I want to congratulate all of you who have had the vision, the foresight, the ingenuity, and the patience to establish this very special resource for our state and for our nation—and indeed for those enthusiasts who live beyond our national borders.

We have more than a passing interest in the emergence of a new special library such as the A. C. Kalmbach Memorial Library. Although the Secretary of State and the State Librarian and Archivist maintain responsibility for public library development in the state of Tennessee, we learned long ago that a good public library system does not develop in a vacuum. The existence of first-rate libraries and information centers in our academic institutions and in our schools is essential to the development of a state-wide library system. Equally important to that system are high-quality special libraries. While often small and specialized when seen as individual libraries, in the aggregate they provide an indispensable complementary resource to our other libraries.

There, special libraries, new and old, have an important place in the TENNESSEE LONG-RANGE PROGRAM FOR LIBRARY SERVICES AND DEVELOPMENT, an ambitious plan for the future which is being widely discussed across our state. Even now, we are holding a series of hearings on the final distribution draft of the LONG-RANGE PROGRAM and we invite your attendance at one of the hearings and your comments on the plan.

The Kalmbach Memorial Library of the NMRA is special in at least two ways. First, it is special in the sense that it is a *specialized* library serving a special clientele, as do all special libraries, each in their own way. The Kalmbach Library joins over 10,000 special libraries across our nation, many of which are members of the Special Libraries Association, founded some 75 years ago. According to LIBRARY RESOURCES IN TENNESSEE: A DIRECTORY OF UNIQUE AND SPECIAL COLLECTIONS (published by the Tennessee State Library and Archives), some 132 special libraries exist in Tennessee. Four of them are Armed Forces libraries, 11 are governmental libraries, 7 are law libraries, 30 are medical libraries, 22 are religion libraries, and 58 of them are special libraries serving industries and companies, banks, associations, clubs, foundations, institutes, and societies. At least two of them, by the way, have special holdings on the subject of railroads, but none to my knowledge deal specifically with model railroads. The Kalmbach Library, then, is indeed a "unique and special" collection.

In the second place, the Kalmbach Library is special because railroads are special. Through its holdings on model railroading, this institution brings together, for our state and for our nation, documentary and photographic evidence of an American dream, a dream that has profoundly influenced our economy, our culture, our literature, our music, even the very language that we speak. By concentrating on model railroads, you capture a special manifestation, a special recreation, of that dream.

For many of us, railroads, and model railroads in particular, survive as memories from our childhood, memories that too often grow distant and faint with time. It is reassuring to know that, through your efforts here, those memories will be preserved and forever renewed in our national conscience.

Ed Ravenscroft, 10th NMRA president, dies

Edward A. Ravenscroft, 10th president of the NMRA died at his home on June 26.

Born on the Nov. 24, 1907, Ed was a pioneer in the hobby of model railroading. He became interested in the hobby in the late 1930s, a time when modelers were not well organized and supplies of model railroad equipment were quite limited. Additionally, manufacturers had an unhappy habit of making their products incompatible with any other line.

Ed's personality, wit, charm, good sense of humor and outstanding organizational skills were in the right place at the right time at the start of World War II. The hobby was losing many of its leaders to the war, and desperately needed standards to grow. Ed joined the fledgling National Model Railroad Association and applied his engineering training to the standards committee. He forged the standards that came to define HO scale as we know it today.

Elected president of the NMRA in 1945, he served two terms. These were trying post-war times, and people were anxious to get back to their lives and their hobby. Through a time that almost fragmented the association, Ed's steady hand promoted and developed the regional system begun by Larry Sagle. In 1947, Ed began development of NMRA Data Sheets, in the belief there was good information to share that did not lend itself to being a standard. In recognition of his tireless efforts over this sustained period, the NMRA awarded him an Honorary Life Membership in August of 1953.

Photo Courtesy Harold Carstens/Railroad Model Craftsman

Edward A. Ravenscroft
1907-1998

He began promoting realistic operation for model railroads in 1948. This was, for him, the perfect combination of model railroad activity—making the track and trains run well, giving pur-

Larry Long, past MCoR trustee, dead at 55

Larry R. Long was one of those rare individuals that had both the charm and charisma to forever influence others. He served in the military service, was an aircraft pilot and salesman, a coach, a teacher, a salesman and a model railroader, husband and father. He died April 20 at the age of 55.

Born July 25, 1942, the wide scope of his positive influence could be witnessed by the throngs of people (close to a thousand?) who came to pay their last respects at his funeral.

"To say that Larry dabbled in model trains is to say the Pope dabbles in religion," said Father Matt's at the memorial service.

Not only was Larry a master craftsman, as evidenced by his Master Model Railroader status, he went above and beyond in his service to the hobby of model railroading and was always willing to help his fellow hobbyists.

A Life member of the NMRA and past President and Trustee of the Mid Continent Region, he was also a member and past Superintendent of the Turkey Creek Division, member of the Gold Creek Railroad group, past Superintendent and member of the Mo-Kan Rail Joiners, and a member of a local S- scale group.

Larry had a multi-faceted personality and could be described in many ways.

He could be an executive one moment and the next moment be performing random acts of silliness.

Larry knew no strangers, all were friends. No matter what city we were in Larry knew someone who lived there.

He was the type of guy that could talk model railroading on the phone for hours, visit with people, watch sports on television and eat 18 tacos all at the same time.

His friendly manner and boundless energy always spurred us to new heights.

I doubt that Larry missed a single area meet, regional meet, or national convention in the last 12 years.

He would exhaust us by dragging us to every clinic and layout tour possible, always finding something positive to say about each clinic or layout. It was his vision that brought Heartland Express '98 to Kansas City.

If you're ever at a model railroad meet or convention and see a bunch of Kansas City guys wandering around in blue vests covered with railroad patches you can almost bet that Larry Long had a hand in it.

We can still remember the meeting when he brought the first blue vest. He had it made by a local seamstress and brought it for our input.

The rest is history, in our local area alone I would guess the number of blue vests to be over 100.

— by Ron Morse, MMR

1998 October Connie Rudder becomes the Executive Director.

Ed Warren earns MMR No. 272
Dean Windsor earns MMR No. 273

1998 December Little Girls, trains and Christmas

Growing up in the south there were certain things that proper little girls did and didn't do. Proper little girls didn't get dirty, they didn't play with cars, they didn't participate in sports and they certainly didn't play with trains.

In my family, there was a large gap in age between my siblings. I have a brother who is 14 years older than I, and a brother that is two years younger. My older brother had a vintage WWII Lionel set which I was not allowed to touch. He married when I was six, and I thought I had my chance. He had given me his room, his records, some of his posters, and I really thought I was getting those trains. Not a chance. I was told that those would be put up and kept for my little brother to have when he was old enough or for a nephew that would surely come along. Great…

Then about the time my younger brother turned eight my older brother had his first child and he asked my mom to keep that Lionel set for his son.

Now, I can remember the Christmas my younger brother got his first HO train set. I got a doll.

To say I was disappointed is an understatement. Not because I really wanted the trains, but the trains looked like they would be a lot more fun than the baby doll that I received from Santa.

That Christmas we talked my dad into setting up both my older and younger brother's train sets. Somehow we managed to convince dad that my older brother would never know that we had played with them.

I can vividly remember the looks on that faces of my father and brother as they worked together to get the trains to run. And I can vividly remember trying to run over my little brother's HO trains with those big O-scale Lionels and getting spanked in the process.

Times do change. My younger brother kept his trains and last Christmas we shared them with his son. When it comes to our nieces and nephews we've let their personalities dictate the types of presents they receive.

We have one nephew that is a stuffed animal collector. Another is a computer 'geek.' A third is well on his way to being a world-class athlete.

One niece is as prissy as she can be and gets dolls and frilly clothes. The other is a tomboy just like her Aunt Connie. And when she was old enough, the first two things that Aunt Connie taught her were "Go Vols!" and "HO scale."

And Aunt Connie, who wasn't allowed to play with the trains, is now the Executive Director of the National Model Railroad Association.

This holiday season remember that children of all ages love trains.

From All of us here at NMRA, Merry Christmas and Happy New Year!

Lionel Catalog cover from the collection of the NMRA's Kalmbach Memorial Library

1998 December

Robert Strobbe earns MMR No. 276
Thomas J. Troughton earns MMR No. 277

1999 January MODELING WITH THE MASTERS First Time

During recent NMRA conventions, both regional and national, clinic attendees have expressed the desire for more than just a "how-to" clinic. Their request is for supervised, "hands-on," instruction from someone expert in the field. One of the major challenges in accomplishing this is the sheer numbers of attendees who would want to be involved in such an event.

It is my distinct pleasure to announce a new instructional event, "Modeling With The Masters." Five well-known Master Model Railroaders will provide staffing for this event, designed to answer this need. Covering a wide range of subject matter, our first session will be held March 11-14 at NMRA Headquarters in Chattanooga.

Attendees will receive both group and individualized instruction during the seminars. An added benefit is the opportunity to tour our Headquarters and meet the NMRA professional staff. Total participation will be limited to 40 attendees for this first session. By limiting the attendance and dividing into groups of 10, everyone will receive personalized instruction by our staff of Master Model Railroaders.

The five MMRs currently scheduled to instruct this session are Lorel Joiner of San Antonio, frequently featured in the model press for his spectacular O-scale road; Clark Kooning, chair of the event and an instructor in model railroading for more than 10 years; Pete Moffett, NMRA Achievement Department chair and *Bulletin* author; Allen McClelland, known throughout the hobby for his fabulous Virginian & Ohio Railroad; and Pete Smith, well-known narrow-gauge modeler and former owner of Builders & Structures. I think you will agree this is a team of outstanding talent that is well equipped to provide a top-flight modeling experience.

For details of the schedule and relevant fees, please contact NMRA Education Chair Clark Kooning, MMR, 6939 Glory Court, Mississauga, Ontario, Canada, L5N 7E2. You can reach Clark on e-mail at ckooning@interlog.com or by phone at 905-824-6247. It promises to be a great weekend, I hope the first of many seminars like this.

This event is one of the first events to benefit from the new computer system in Chattanooga. We will be handling the registrations utilizing that system.

New computer system up and running

The new computer power has been made possible by donations from a number of regions, divisions, clubs and individuals. While it is not possible to recognize all contributors here, 14 Regions have contributed over $16,000 with MCoR, MCR, MER, PCR and PNR all contributing a thousand dollars or more. On the division level there was almost $17,000 contributed, plus Division 4 of PNR contributed all the Microsoft software necessary for the system.

Three Divisions, MCoR - Turkey Creek, NER Hub, and SER Piedmont contributed $1,000 or more; while the champs were MCR Divisions 1-3 and 6-8 who contributed as a group $8,620. Several individuals who requested to remain anonymous contributed over $1,000 and Dan and Nancy Osborne contributed $900. One convention, Astrorail '89, contributed $1,640. These contributions are very much appreciated by our staff and me, for it has made a real difference in our ability to produce for our members. Productivity will continue to increase as we bring new programs on line. As you can see the need for additional funding continues, since we must pay for programming to add applications to our system.

Internally, we have already realized a number of benefits from the new system, one of the most important being a reduction of our postal expenses for *The Bulletin* with the ability to handle bar coding. From a regional perspective, member reporting is now sent to them on floppy disk rather than the cumbersome "green bar" paper that was used until very recently. This reduces postal expense, improves turnaround time, and provides a much more usable report for the regions. Other benefits have been internal with more applications being added, as programming is available. Future plans include chat groups on the web, on-line classes, Library on-line, remote access to data for regions and divisions, and more.

As with any new system, the progress has not come without challenge. We have had difficulties in the conversion. Some of you have had mailing labels come to you that contained errors. The primary cause of that situation was the transition from a database that was in essence a "string of characters," to a database structure requiring a "comma delimited" format. Updates have been done more slowly than we may like, as we made a decision to do it when the monthly renewals are readied for mailing. The only other option would have been to close the office and do only updating for a substantial period. We opted not to do that, as member service would have suffered immensely. This is certainly not the only "glitch," but is an example of the kinds of problems we have faced.

There is one major challenge on the horizon that may effect some of our members. We will shortly be required to put our entire database through what is known as "Cass Certification Software." Simply put, this will assure addresses conform to specific US Postal requirements. It may have an effect on some members, and where it does, please let us know as soon as you identify a problem—that way, we can do our best to see that you receive uninterrupted service. Once this process is complete, it will also assist us in more accurately reflecting the Region and Division boundaries within the database. Hopefully, there will be minimal effect, as *The Bulletin* mailings are now run through such software on a monthly basis.

As you can see, things are progressing. The "Modeling With The Masters" program is an exciting step forward, and I hope to be able to bring you a report of the first session sometime in the future. Another recent "first" for NMRA was our Orient Express Tour, which completed in late October. It was a fabulous trip with the 40 NMRA attendees wishing it would never end. If the photos are of publication quality, I hope to be able to bring you some highlights of that event sometime soon. Meantime, I hope you had a wonderful Holiday Season and experience the best New Year ever. Happy Holidays!

Howard Smith earns MMR No. 260

Richard Briggs earns MMR No. 261

1999: Meet the Headquarter's Staff

Welcome to the NMRA Headquarters. For those of us who work here, headquarters is a building not a department. Within the headquarters building there are four departments: The administration department, the Kalmbach Memorial Library, the Howell Day Model Railroad Museum and the office of the Executive Director.

With my recent promotion to Executive Director, the question has been asked, "who do I call for help?" Well, I would like to take this opportunity to introduce you to the administration department and Kalmbach Memorial Library staff.

The administration department manager is Sharon Clayton. Sharon came to us in late September. She brings with her a background in both human resources and office management. Sharon oversees the day-to-day administrative functions of the association. This includes budgeting, staff assignments, and coordination of programs with the other departments within the association, as well as overseeing the liability insurance program.

Sharon Clayton

Carol Hafley

Debi Bennett

Carol Landrum

Gordon Belt

Sharon's staff consists of three very conscientious women. Now most companies don't like the word "downsizing" but here at the NMRA it has become a wonderful thing. Two of our employees came to us after their previous employers "downsized."

Jennifer Eble

Brent Lambert

Carol Hafley, or "CD" as we call her, came to us after being "downsized" two years ago. She was our accounting associate, but has recently moved into the position of administration support associate. In this capacity she handles your missing *Bulletins,* changes of addresse, promo packs for shows, the new insurance program and many other things.

Our second "downsize" employee is our member service specialist. Debi Bennett came to us after 17 years with BellSouth where she was a member of their customer service and public relations departments. Debi's is the voice you will most likely hear when you call Chattanooga. Debi handles a wide variety of duties. She will help you track down your lost or missing *Bulletins,* get you a replacement card when yours is lost or destroyed, help you with questions about your tenure or a whole host of other things.

The third member of our staff is Carol Landrum or "CL." CL is our product sales associate. As such, she coordinates the shipping of all merchandise, checks on the status of orders when members ask "where's my...," develops new products, and maintains our gift shop.

Our fourth, the new accounting associate, will be in place by the time this is published. I will introduce her at a later date.

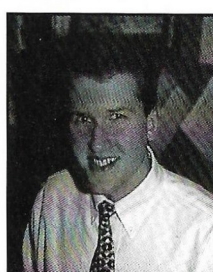
This staff of four handles all the administrative functions for the entire membership. The other active department in the HQ building is the Kalmbach Memorial Library.

Gordon Belt was promoted to the position of Library Director in July of this year. Gordon spent two years as our research assistant working with Gregg Ames. Gordon brings to us a degree in history. He most recently developed and helped produce our newest book, *Freight Terminals & Trains.*

Working with Gordon in the library is Jennifer Eble, operations assistant. Jennifer works with the administrative functions for the library. You may have seen her name in *The Bulletin* as she writes the "Announcements" column. She also oversees the distribution of the audio-visual program.

The newest addition to our staff is Brent Lambert. Brent has taken the helm as Research Assistant. He is a recent graduate of the University of Tennessee at Chattanooga with a degree in history. He is rapidly gaining an affinity for model railroading and we look forward to him growing with us. Brent will be answering the majority of your research questions.

These are the seven people (eight if you count me) that put their hearts and soul into working with our members. Please feel free to contact us. We are most delighted to help you in any way possible.

1999 March

Data Sheets need to be upgraded

Achievement Program

Conducted by Pete Moffet, MMR
AP Chair

Data Sheets to be upgraded

The AP Department is helping in the effort to update the NMRA Data Sheets so they can be released in printed form and on a CD-ROM. This effort involves going over all the existing Data Sheets and revising them where necessary to include new technology, materials and techniques that have become available since the sheets were written.

The bulk of the Data Sheets were written about 30 years ago with some over 40 ago. Since they were written the hobby of model railroading has seen innovations that have since been accepted as a routine part of the hobby. A member new to the hobby looking at our Data Sheets is unaware of these changes.

The aim of the Data Sheets Project is to edit the existing sheets to include new material and to reformat the sheets into a more modern style that will be easier to read and will present well on a computer monitor from the CD-ROM.

About 80 percent of the sheets have been assigned to members whose job is the edit them and suggest changes. The remaining 20 percent of the sheets still need volunteers to look at them.

So far the editing has fallen into three main categories:

a) The sheet needs no revision and is fine as it is, only reformatting is required.

b) The sheet needs some minor corrections and additions but most of it is okay as is.

c) The sheet needs a complete rewrite because the information is no longer valid or the editor feels that a fresh approach and new information would present the subject more completely.

I am asking for volunteers to look at the remaining sheets and decide which of the categories listed above applies to the sheet. Then I am asking that volunteers provide the necessary corrections and additions to allow me to reformat the sheet.

If you can help or have expertise in any of the following areas, please let me know. My address and phone number is listed in the staff roster on Page 4.

REMAINING UNASSIGNED DATA SHEETS

- Trackwork D3b
- Properties of Curves D3j
- Stations and Sidings D3j.03
- Car Shop and Yard Design:
  Heavy Freight Car Repairs D3k.2
- Terminal & Yard Design: Passenger
- Motive Power D4a
- Current Collectors D4b
- Traction Trucks D4c
- Locomotive Safety Appliances D4d
- Worm Gears and Locomotive Speed D4d.1
- Worm Gear Sets for Model Use D4f.1
- Parts of Diesel Electric Locomotive D4g.1
- Diesel Electric Locomotive Specifications D4j.1
- Narrow Gauge Locomotives D4m.1
- Tapered Boiler Sections
- Electrical D7c.41
- esistors D7c.42

1999 March: Opportunity Abounds in NMRA

A framed copy of the mission statement of NMRA is prominently displayed on the credenza in my office at home. The preamble states:

> *"The membership of the NMRA is a diverse group of individuals unified by their love of model railroading. They represent a wide variety of interests and wish to improve and expand the hobby through mutual effort."*

The sheer inclusionary nature of this statement is very important to all modelers as well as members. We do not say that NMRA is for any specific interest, prototype or scale, but rather, we reach out to all those interested in the hobby of model railroading. It is the very diversity of our makeup that provides the opportunity for all members to learn the various aspects of our hobby from each other. As the "umbrella organization" of the hobby, all scales, periods and interests are accommodated. We are, and need to continue to be, the "meeting place" for all modelers. In this manner, we will continue to fulfill our mission of fostering growth and development within the hobby.

For those who may have been here for many years, the NMRA is an opportunity to share their skills and expertise with those just entering the hobby. Often one can learn as much from the "students" as the "students" learn. After all, by sharing knowledge and skills with new members and modelers, we are promoting and insuring the future of our hobby.

So often I hear the question, "What does the NMRA do for me?" Over the past few years, I have tried to provide numerous answers to that question in this column. There is much that the association does for each and every member, and there are many benefits available to those who choose to avail themselves of them.

Recently I was involved in a conversation with a life member of some 30-plus years standing. He expressed the opinion that the NMRA today caters too much to the new modeler, and has nothing to add for him in his modeling. After all, he said, "I've already earned my MMR, and my real interest is narrow gauge. The NMRA doesn't really do much for me."

Rather than rebut him and discuss the many benefits of membership for him and others, I looked at those in the room. In silent contradiction to his opinion were at least eight longtime friends whom he met at various NMRA events. Through the years, they had become fast friends and modeling companions as a direct result of their membership in NMRA and participation in its sponsored events. That said it all, even if they all missed it.

Sometimes I think we look too much to tangible personal benefit, and miss the most beneficial results of our activities. Discounts, insurance, special car issues, books, collectibles and other tangible member benefits are important, but to view those "tangibles" as the only real benefit is, I believe, to widely miss the mark. On balance, these benefits do not comprise the best of the NMRA. Our best, I think, is the sheer pleasure of each and every member meeting friends who normally won't be found anywhere else and often last a lifetime, in learning more about our hobby, and in sharing our knowledge with those of both similar and dissimilar interest.

Bob Charles

It is significant that all aspects of our hobby are represented in NMRA membership; from Z scale to live steam, from antebellum to modern period, from armchair historian to dedicated modeler. We all have the opportunity to expand our view, and yes, our education, through involvement in new areas of interest that increase our knowledge, interests and skills.

In 1960, President Kennedy spoke to each of us in his first inaugural address. His focus was radically different for the time, and his thoughts ran deep when he admonished us to "Ask not what your country can do for you, ask what you can do for your country." That single statement electrified his listeners. Out of it came a number of programs that resulted in a rejuvenated patriotism that began to move the country ahead both domestically and internationally.

These famous words, arguably the most famous quotation from this oft-quoted President, ring true to me in terms of the NMRA today. We pride ourselves in the concept of volunteerism and glory in the ability to make a difference, yet the underlying feeling of our times (and many members) is "What's in it for me? Why should I annually spend $32 for membership?"

We need to rise above that natural feeling, for by doing so, we will receive far more than we give. Becoming involved in national, regional, or divisional programs, each of us can participate. Whether it is the simple sharing of techniques at a division meet, authoring an article for *The Bulletin,* or any one of a thousand other possibilities, we all have the ability to make a valuable contribution. In this context, it is most appropriate to paraphrase President Kennedy's words, "Ask not what the NMRA can do for you, ask what you can do for the NMRA and for your hobby."

1999 March

Barrett Snyder earns MMR No. 279

Doug Farner earns MMR No. 278

1999 April Meet the Promotions Department

In a previous column I introduced you to the NMRA headquarters staff. I also promised to write similar articles about other NMRA departments. This month's department in the spotlight is the Membership/Promotion Department.

The Department General Chair is Jack Wall. Jack became the department chair in 1993 following in the footsteps of his mentor, Jim Hammer. As chair, Jack oversees the day-to-day operation of the department. He set goals, reviews promotional activities, oversees advertising campaigns and recruiting and retention efforts.

Jack became a modeler over 20 years ago when his son got a toy train for his 5th birthday.

An educator by trade, he spent 37 years as a elementary school teacher. The last 18 months before he retired, Jack was the "Technology Coordinator" for his school system and as such he oversaw the installation of Internet Access, LANs, WANs, and video cable into Northern California Schools.

Now retired, Jack and his lovely wife Barbara make their home in Livermore, Calif.

Jack's wife Barbara has been the Membership Department's top recruiter at the National Train Show for the last three years.

Jack and Barbara will be married 40 years in September and for their anniversary Jack is planning to take Barbara to Hawaii, but don't tell her…it's a surprise.

Working with Jack as vice chair of membership is Burt Reynolds. No, not that Burt Reynolds. Our Burt is from the Niagara Frontier Region. And in addition to his duties as vice chair, he is also the retention chair.

Burt started modeling in 1964 and let his modeling go for a while, but came back to the hobby in 1978. As vice chair, Burt is responsible for "Pounding the Rails", the newsletter for our region and division membership personnel. Additionally, he oversees our retention efforts.

Burt and his wife Chris make their home in Newcastle, Ont., along with their two children. When not tied up with model trains Burt can be found at his day job, that of Apiculturist (Burt is a beekeeper who markets his own brand of honey). Among his other talents, Burt has also been a chef and a signalman in the US Navy.

Ty Marcucci, of Huntsville, Ala., rounds out the membership side of the department as recruiting coordinator. Ty, a former US Navy Recruiter, oversees all recruiting efforts for the association and is currently working to expand the services provided to regions and divisions.

"Products" available from the Membership/Promotions Department are diverse. Among the department's products are promotional packs supplied for recruiting efforts; a Public Relations Guide for putting on a show; application design; brochures and brochure holders; and advertisements that run in the commercial modeling press for membership in the NMRA.

The promotional pack is one of the most valuable recruiting tools available from the department. It includes:

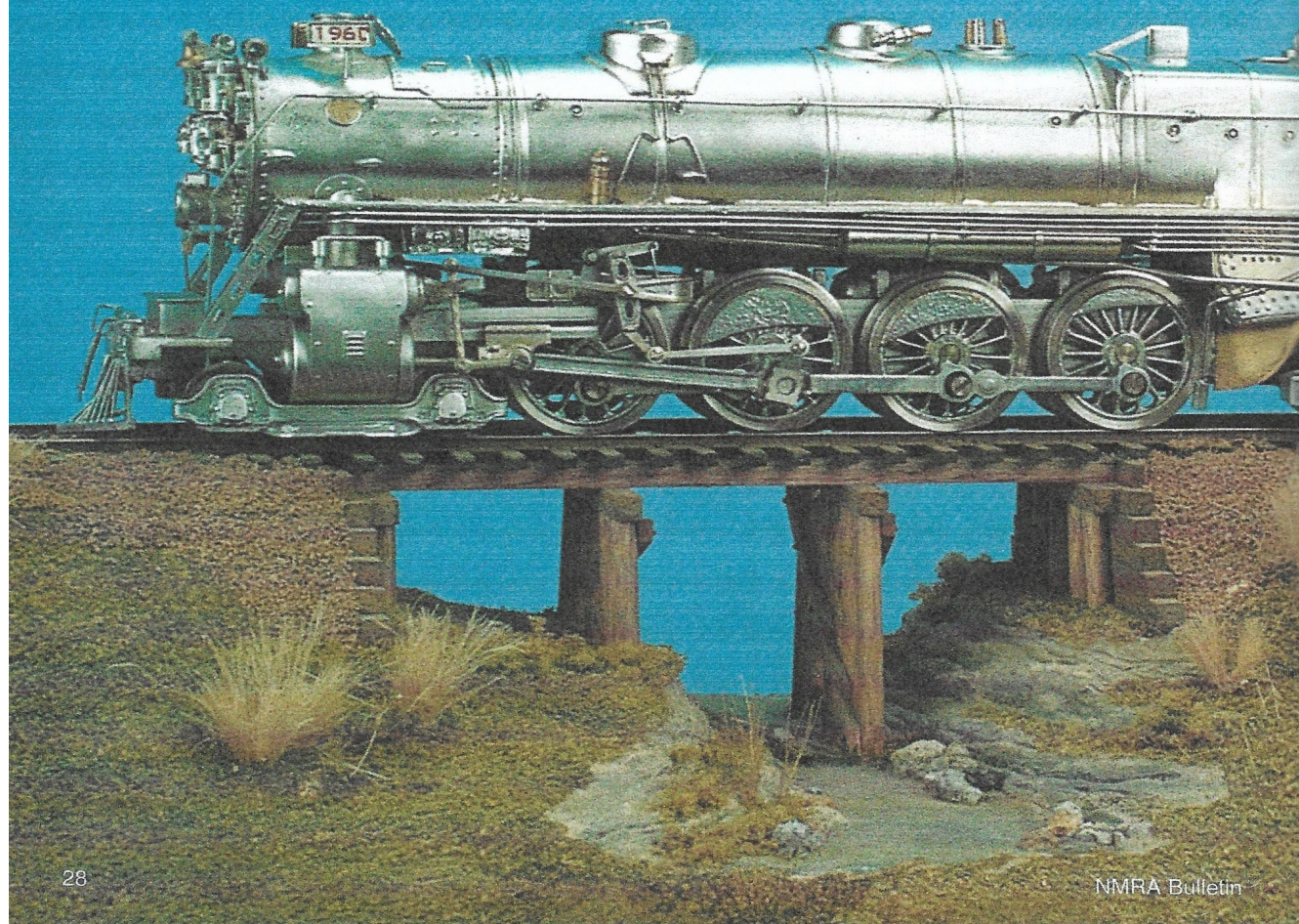
- •NMRA Brochures (with holder)
- •Membership Applications
- •Bookmark Applications
- •Listings of the Audiovisual holdings of the Kalmbach Memorial Library
- •45-60 recent Issues of the Bulletin
- •Insurance Brochures (with holder)
- •Kalmbach Memorial Library Brochures (with holder)
- •A list of Regional Dues
- •The NMRA Recruiter's Guide

The promotional pack is available free to anyone who wants to promote the NMRA at a show. It should be requested 45-60 days in advance from Membership Services Specialist Debi Bennett at the NMRA Headquarters. A "Recruiter's Guide" explaining how to use the materials is included in the pack. The guide is also available separately. For those who already have promotions packs, refills are available from headquarters. Again contact Debi Bennett.

As volunteer members of your management team, Jack, Burt & Ty are always open to your suggestions, comments and assistance. Please feel free to contact us. We are most delighted to help you in any way possible.

1999 April A Lost Treasure from 1960 is Re-Discovered!

THE TALE OF NMRA 1960:

By Frank W. Telewski
Photographs by Jeff Johnston

1999 April A Lost Treasure from 1960 is Re-Discovered! Cont.

It was the end of the spring of 1995 and the wear and tear of another winter in Michigan had taken its toll on the family auto. Being short of capital, I reassured my wife that the brass engines I purchased to repair and resell would help out the family cash flow.

Soon an ad was placed in the want ads section of a model railroad magazine, and the phone began to ring. (You can meet the nicest folks in the hobby by placing a want ad.) After having some great chats with fellow modelers from around the country, I received a call from a man in Illinois. He was interested in a particular model which had already sold. We continued to talk about trains and I found out that I did have some spare parts he was interested and a deal was struck.

Then the conservation turned from buying to selling. The gentleman asked if I purchased engines. Of course, "it depends on what you have," I replied. The conversation went on about an old Tenshodo Great Northern S-1 which was in pieces and which the seller had lost interest in rebuilding. He relayed to me a story about the old engine with an early drive line and how he was in the process of replacing it with a modern Overland drive from an RF&P northern. When the topic of a price was raised, I agreed to a round figure worthy of the engine and its condition, remember, sight unseen. The gentleman's daughter was attending college in Michigan in the fall and we agreed to meet at the college to finalize the deal.

That fall we met and he pulled out a long, light green Overland box. Inside was the old engine in pieces with the new Overland frame and drives. But this was no ordinary brass engine, it was silver. I wasn't certain about the nature of the plating, but I had to inquire where he acquired the engine. He told me that it use to be in a display case in a Chicago hobby shop for years and eventually he purchased it from them. He went on with his plans to rebuild the frame and improve running performance and the possibility of trying to remove that silver coating. Needless to say, I agreed to purchase the engine and headed home with my unusual find.

I had read in the Brown Book about chrome plated engines and that they represented models used in advertizing. The book notes that they are quite rare and potentially quite valuable. In addition to the plating, the engine in question sported red NMRA decaling and NMRA logo on the tender and the number 1960 on the cab and number boards of the engine. One of the number boards had been broken off as well as part of the tender's railing. There was evidence of an attempt to glue the parts back.

The original frame and drivers were missing, but the majority of the engine was OK. At this point, I called up the seller and asked if he still had the original frame, drives and any other parts that might have been with the original engine. He responded positively and that he would ship them up to me via mail. While I waited for the missing parts to arrive, I began my search to find out what exactly I had acquired. I called several of the larger brass dealers in the country and none of them had any idea how the engine might be associated with the NMRA or what value it might have. I also wrote a letter to Pacific Fast Mail describing the model and inquiring if they had any record of a Tenshodo engine that might have been produced as a limited edition NMRA model I

1999 April A Lost Treasure from 1960 is Re-Discovered! Cont.

received a very nice, long letter from Mr. Donald Drew of PFM describing how to distinguish between an S-1 and an S-2. He went on to say that a number of nickel plated models came from the United factory and that they were easier to light for advertising photography. However, hestated that "we don't have knowledge of Tenshodo using the nickel plated models... at least not for PFM."

He went on to mention; "The only information we weren't able to pin down were on models which may have been hand carried from Japan by either PFM personnel or someone from the Japanese maker who may have visited here." To verify the possible origin, Mr. Drew faxed Tenshodo asking if they have any recollection or early records which may have shown models having been nickel plated and/or specifically a GN Northern. The fax from Japan indicated that the late Mr. Niimoto, former President of Tenshodo did not like the nickel finish and that Tenshodo had never finished a model in nickel plate. So, the mystery deepened.

In the mean time, the missing parts arrived from Illinois and I began to look at the possibility of rebuilding the engine. Most of the parts were now in one place with the exception of the rear third of the original frame. In this early version of a brass model, the frame was made in three sections, a front and rear cast section and a center milled section for the drivers. I had to fabricate the rear section from brass stock and re-join the old frame sections to each other and to the new section. That aspect completed now allowed the boiler/cab assembly to be reattached to the drivers. A non-plated number board identical to those used on the original model was located and used to replace the original which was broken off. I also took the opportunity to repair the broken tender railing. Unfortunately, the original motor is also missing along with the mount which supported the motor on the missing rear section of the frame.

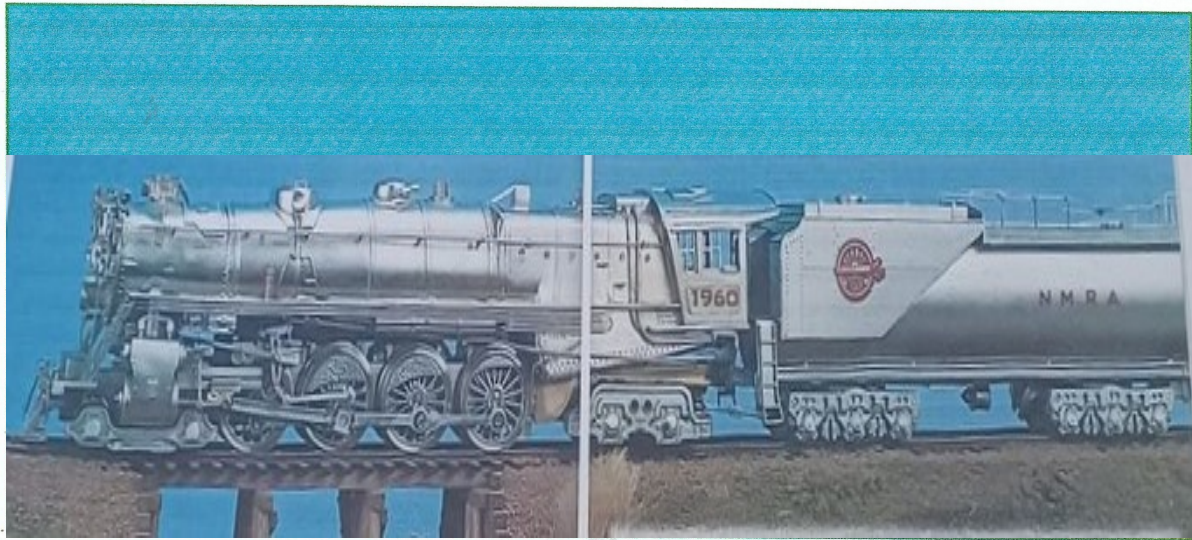
While working to restore the engine to resemble its original condition, I had moved my inquiry to the Internet. I sent off an E-mail to the NMRA webpage master and shortly I had some thoughts and suggestions about a possible origin. Then, pay dirt!

The message was also sent to NMRA President Mr. Robert Charles. He had checked with the NMRA Headquarters and found out that two nickel plated engines were presented to the NMRA in recognition of its 25th (silver) anniversary in 1960, including a Tenshodo Great Northern S-1. Both engines were part of the NMRA locomotive collection and apparently one of them was to tour with the NMRA president to be displayed at conventions and functions he attended. Somewhere in the late 1960s or early 1970s, the S-1 was placed in a transportation display at Dulles Airport near Washington, D.C. It remained there for years until in 1973...

And this is where the story gets fuzzy. Apparently the model was never returned to the NMRA collection and no one is certain why it was removed from the Dulles display. How it moved from the Washington, D.C./Virginia area to the Midwest, ending up in a Chicago hobby shop will probably remain a mystery.

Also still a mystery is the lack of knowledge of this engine at Tenshodo, possibly that information was lost with the passing of former Tenshodo President, Mr. Niimoto, a long-time fan of U.S. type locomotives.

Now the dilemma, what to do next. Initially, I was excited to add a Great Northern S-1 to my western railroad rouster. But I didn't want to destroy a rare engine for the sake of a painted model. I'm not a collector of unusual brass and the thought of selling it crossed my mind. I should add there is no evidence to indicate that the engine was stolen from the exhibit at Dulles, but, at the very least, its removal from the NMRA collection was an error or bad decision.

So, the decision was made to do the right thing and reunite the engine with its sister in the NMRA collection. The old veteran will need a bit more work and a motor to restore it to running condition, but for now, it is back together and heading south on the track back home where it belongs, 24 years after it left on its long, strange trip.

1999 May Junior College to Expand. Attendance Target 600

"The NMRA will provide an atmosphere of fellowship by offering members the opportunity to communicate, develop and share their skills."

Many activities at our convention in St. Paul this summer will demonstrate the validity of this commentary from the NMRA mission statement. One in particular I would like to highlight:

You and I are not getting any younger… the age of the average member is actually increasing slightly. There must be a "next generation" of members to take up the challenge to further develop the art of model railroading. Today's youth, both male and female, will be the core of the NMRA of tomorrow. We must provide them with the opportunity to develop an interest in this hobby.

Realistically, we must accept the fact that the likelihood of joining the hobby as a grown-up is vastly greater if one has a positive experience as a youth. It is our challenge and responsibility to make sure that we provide this chance for the "train virus," that often latent virus that blossoms as we mature, to infect the youth of today.

The NMRA Junior College Program (JCP), run for the first time at the NMRA National in Kansas City, has been a huge success (see the article in the October, 1998, *Bulletin*). This program will operate at our St. Paul Convention from Monday (July 19) through Wednesday (July 21); it is just such an opportunity.

Vice President and Youth Chair Allen Pollock and the staff of the Junior College are looking to increase involvement of youth in the program. Last year over 400 children aged 6 to 15 (23 percent of which were girls) became involved in the program, and they were well pleased. Our targets for 1999 is a 50 percent increase in participation. That means you, the parents and friends of our youth, need to see that your children are there to take advantage of this opportunity.

What is JCP? It could likened to a rail journey with many stations. Each participant is provided a ticket. At each stop on the journey, there is a "work station" with opportunities to try something new. Each task has "edutainment" value—that is, the task is both educational and entertaining. Once the task is complete, the student ticket is punched and the participant continues on to the next station.

Activities are varied. Some stations are "make and take" activities such as making a tree or building. Others involve switching, operating DCC controlled trains and equipment including load/unload action with remote controlled cranes, constructing a trackplan, or even programming switching moves on a computer then testing the program on a layout for accuracy.

Bob Charles

The consistency is "edutainment," and the rapt attention of the participants bears out the fact that many do, indeed, become infected with the "train virus."

During the JCP in Kansas City, the participants constructed an entire layout that they then presented to a local hospital for the children's wards to provide entertainment for the patients.

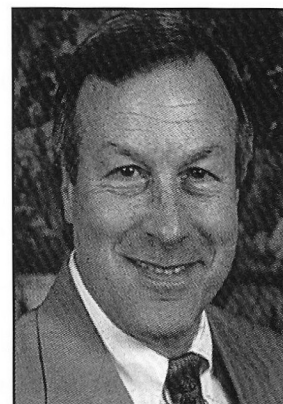
This "Kids For Kids" approach was exciting for both the students and the local hospital. This program will be repeated in St. Paul, and the participants will have the satisfaction of knowing that their creativity will go to support the recovery of children less fortunate than themselves.

The interest and effort that goes into construction speaks volumes about the students and the staff. Many students who completed the entire program spent additional time with the group to assist in instruction of others and to work to complete the layout. It was just great to observe these students learning the steps involved in creating an operating model railroad.

This program is truly an international effort. The sponsor list of JCP, manufacturers who have a deep commitment to the future of our hobby, reads like a "Who's Who" of the model railroad world.

At the time of this writing Woodland Scenics, Marklin, Bachmann, Roco, Atlas, Lenz Digital, Aztek, and Faller are among the firms who have committed to provide both materials and manpower to support NMRA's Junior College Program.

Discussions are currently ongoing with an equal number of additional manufacturers for their participation. We owe these far-sighted folks our thanks for making the program possible.

Now is the time to make your reservations for the 1999 NMRA National Convention in St. Paul. Why not plan to bring your kids (or grandkids) with you! Model Railroading has always been a family hobby and this is a great opportunity to bring your kids and/or young friends for a wonderful hobby experience. See you in St. Paul with the whole family!

1999 June It's NOT Your Father's NMRA by Pres. Bob Charles

It seems like yesterday, but in truth it will be five years next month, when you granted me the opportunity to serve as your President. In the intervening five years, much has been accomplished of a positive nature to attain the goals and objectives that led me to seek this office in the first place. Much remains to be done. I'd like to share with you those objectives and note some of the progress that has been made.

The first objective seemed simple at the time. It was to develop a professional management team to run this Association with established business practices. We needed to move from what had often been perceived as a "good-old-boy's Choo-Choo Club," to a viable business operated for the benefit of the membership, the hobby, and the public at-large. Integral to this transformation was the establishment of a professional executive director to function as chief operating officer of NMRA. Implementation of this objective— approved by the Board of Trustees in 1990 with the acceptance of the first NMRA long-range plan—has been anything but simple.

Our management team is shaping up well. Executive Director Connie Rudder has shown herself to be a first-rate executive. In almost one year in the job, she has demonstrated the knowledge, drive and requisite experience to get the job done and done well. Her group of both paid and volunteer managers is developing into a very solid team of dedicated individuals. The other half of this objective, the business practices—personnel policies, purchasing procedures, operational manuals, job descriptions and so forth—are well on their way to completion. As you see the results of their efforts unfold, I am confident you will share the pride I feel today in this group.

My second objective was, and is, far more daunting. We must continue to develop a solid financial structure for the NMRA that is not dues based. In this endeavor we have come far, but still have a long way to go to attain the goal. We are today far less dues-dependent than we were five years ago. At that time, the NMRA budget was upwards of 80 percent dues dependent for income. In the most recent fiscal year, ending Aug. 31, dues made up less than 53 percent of our total income. This is real progress! Among the contributors to this progress are expanded advertising in our *Bulletin,* member and non-member donations, book publications and many more specific projects designed to provide both benefit to members and non-dues income.

In 1998 we received a major bequest from former President Ed Ravenscroft. At the San Antonio mid-year meeting this past January, your board voted to apply all net proceeds from this Ravenscroft bequest to a reserved endowment account. This means the principal from this bequest cannot be used for ongoing expense and support, but the proceeds from that principal may be so used. In other words, your board has chosen to use this money as a long-term source of income for the Association rather than as a temporary fix. These high points illustrate substantial progress for our Association, and will go a long way to accomplishing this objective. I believe that, with the continued support of our members and the completion of some other major programs now underway, we can accomplish this objective by the time the San Jose Convention rolls around in the year 2000.

The third key objective is a membership increase. It has long been my goal to develop membership in NMRA to reach beyond the 30,000 plateau. Many believe the peak of NMRA membership was in 1980, when our membership rolls showed some 29,000-plus members. Unfortunately, these numbers were badly flawed, as there were many deceased and non-renewed members still carried on the books as active at that time. The real number of active members was then approximately 25,000. This means that the peak of membership actually came in the year 1990 at just over 26,000. With the population of the serious modelers estimated at almost 10 times that number, I think we can do better, and we will.

In assessing why the number of members has been relatively static (around the 24 to 25 thousand mark), your Officers and Trustees have adopted a philosophy that might be characterized as the "Field of Dreams" approach: "If you build it and they will come." Accordingly, you have seen many changes of a positive nature over the last five years. *The Bulletin* has been built in page count, quality, advertising and content. Many of you tell us that you are very pleased with the results. We have and are continuing to build it.

New programs have been launched, among the most recent are the NMRA travel programs and "Modeling with the Masters." Other programs of NMRA have been revamped. Exemplary among them is the updating of the Achievement Program and improved contest judging. The Technical Department is as active as it ever has been in our history. DCC standards are well accepted in the hobby worldwide, and a number of new standards are under development. NMRA Conformance warrants were issued to more models and manufacturers than ever before, with almost 100 in 1998 alone. Be sure to look for an NMRA conformance seal on the models you purchase. That seal assures that the model you are purchasing meets all applicable NMRA standards. All of this activity, and more, has but a single objective. That is, to make NMRA membership an outstanding value to you, the member, and to the hobby. It is now time to go out to your friends and let them know that the NMRA and our *Bulletin* is no longer "your father's or your grandfather's NMRA."

After five years leading your Association, the objectives I set out to accomplish are not yet complete. I believe that they can be accomplished with your help by the completion of the current term, which expires at the San Jose convention next summer. Accordingly, I must tell you that I will not be standing for re-election next year. Our Vice-President, Allen Pollock, is well equipped to lead us successfully through the millennium. He has been a full partner in our decision-making over the last five years and has a unique understanding of what remains to be done to grow the NMRA to unprecedented levels of success. You will find that he will do so, should you give him the opportunity. He will be an outstanding NMRA President.

In the year that remains to me as your President, I would ask your help and support to attain the objectives outlined above. If each of you were to renew your membership in NMRA and bring in just one new member, we would blow the above-stated membership goals totally away. It can be done, and we all will be better for it.

Thank you for your support over the past five years. I look forward to the next year with much enthusiasm. Together, we can accomplish these aggressive goals and make our NMRA a much more effective organization for all aspects of the hobby. See you next month in St. Paul.

1999 July

WHIT TOWERS DIED. WILL BE MISSED

by Terry Bacus Jr.

In September 1969 *The Bulletin* was 28 pages. By 1979 it was usually 68, and in some months as large as 80. The man who shepherded that growth was Whitney K. Towers. He died June 12 at his home in Los Angeles. He was 82.

Serving as editor of *The Bulletin* wasn't the only contribution Whit made to the NMRA. He also served as President, Executive Vice President, Western Vice President, and President and Trustee for the Pacific Coast Region.

He is perhaps best remembered for his efforts with this magazine. Twenty years after his last issue, many members recall fondly his stewardship. Whit left an indelible mark on *The Bulletin*. Under his guidance *The Bulletin* changed from an organization newsletter to a full-fledged magazine. This proved enormously popular with the membership, who even today rank *The Bulletin* one of the top member benefits.

Those who knew him, also knew that Whit was not afraid of controversy, often using his column as a bully pulpit to point out problems in the association or hobby at large. But that is not all that he is remembered for.

More than an editor, Whit was also an author—he published more than 100 articles in everything from *The Bulletin* to *Model Railroader* and *Railroad Model Craftsman*. An accomplished modeler, his Alturas and Lone Pine was the subject of many of those articles.

"To many people Whit represents the appearance of a quiet, reserved, elder statesman…the perfect disguise for an impish sense of humor. A close scrutiny of the A.L.P. reveals all sorts of humorous items and miniscenes that poke fun at a variety of targets…," Jim Hediger wrote in the January 1983 *Model Railroader.*

On the impish side, Whit often published articles about "Biffys"—outhouses that one could add to a railroad. The articles became frequent enough to generate comments—both pro and con—about the wisdom of printing such material. But Whit was undeterred, and published such articles until his retirement from editing.

Milt Moore (creator of the 'Thumbs' cartoon) recalled the Biffy controversy. "When all this Biffy stuff got started he said 'hey, I'm getting people to write,' and he got people interested in *The Bulletin*," Moore said.

Towers earned many honors from the association. He was the first, and one of only six, to receive the association's three highest awards—Honorary Life Member, the Distinguished Service Award and the President's award. In 1998 he received the NMRA's Pioneer in Model Railroading award.

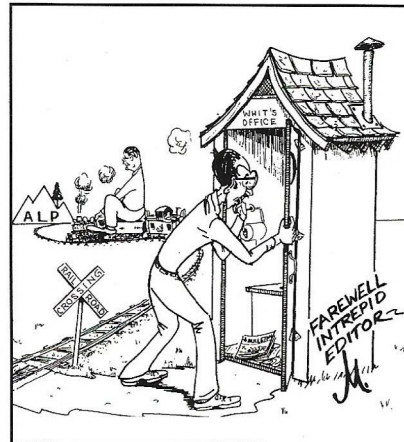
Bill Hammer, retired NMRA legal counsel, recalls Tower's influence on the hobby. In the early 60s, the association briefly revised standards for wheels, but Whit disagreed with the change, Hammer said. So he began working to return the prior standard.

Whit immediately began a petition leading to the restoration of the prior standard. Whit "was quite strong willed and very persuasive. He had a way of influencing people to his point of view. He was a good president and editor," Hammer added.

Though forceful in his opinions, Whit was always open to others' points of view, Hammer said.

In addition to his hardnosed beliefs, Whit is also remembered for his love of the hobby. "He was kindhearted, thoughtful, and always helped newcomers. He was always spreading the word about the hobby," Moore said.

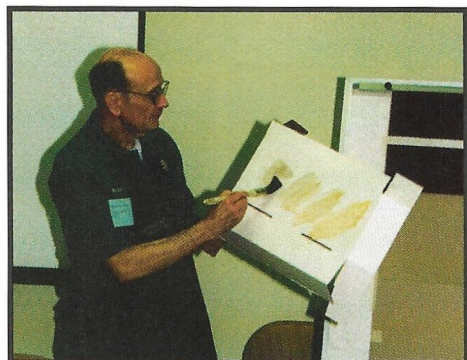
His contributions to the hobby also extended to working to improve the equipment we use. "Whit came up with several improvements to motors and drives. And he was an artist at getting people to write for him, and that added a lot to *The Bulletin*," Moore said.

On a personal note, I was saddened to hear of Whit's passing. Although I never had the opportunity to know him, reading his many columns lead me to realize that we share many of the same views for *The Bulletin* and NMRA. Farewell, Whit, you will be missed.

1999 July This is the second time for this event

Modeling with the Masters

Join us for the second in the Modeling with the Masters series.

This three day seminar on Structures will be held in Chattanooga, Tennessee at the NMRA HQ building. The dates are October 21-23, 1999.

For more information contact Clark Kooning at (905) 824-6247 or via e-mail ckooning@interlog.com

1999 September Several Awards Given Convention Banquet

The NMRA's St. Paul Convention is now history, and the members who attended will tell you that it was again a wonderful week. Each year the convention provides something special for each of us. This year was no exception. For me, the special moment occurred at our annual banquet. Jim Wetzler, Thousand Lakes Region Trustee, congratulated the TLR on its 50th anniversary which was celebrated in conjunction with the convention. He told the group a story that, to me, shows what this hobby is all about.

Back in 1969, when the last national convention was held in the Twin Cities area, a father brought his son to their first national convention. Both had a wonderful time and it was a great opportunity for father/son bonding. During the week, the son entered the locomotive performance contest and much to his surprise and gratification, earned second in the contest. He became a confirmed model railroader.

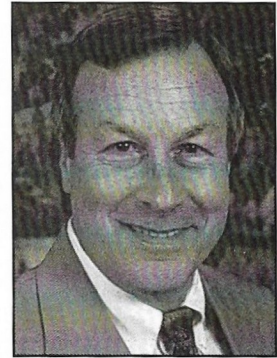
Fast-forward 30 years to St. Paul. That son, now fully grown with a son of his own, brought his son to his first national convention. This youngster followed in his Dad's footsteps and entered the locomotive performance contest. You guessed it, this year the son of the son also won second place. I don't think there was a dry eye in the building as 12-year-old Teddy Hotvet, whose father John was Co-Chair of this convention, nervously walked to the podium to accept his award. I know my eyes were more than a bit moist as the entire banquet group shared this touching moment with them. It was a highlight for me and for many, as it illustrates the timelessness and tradition of our association.

Now I know there are a lot of you out there who avoid attending banquets like the plague. After all, the thinking goes, who wants to eat overpriced rubber chicken and sit through interminable speakers and awards? Well, I have news. We have taken great strides in listening to you and improving the management, pricing and duration of the banquet. The banquet food was excellent (chicken, walleye pike or beef), the price appropriate, and the program mercifully short and to the point. The entire program, including an excellent, very interesting and humorous keynote address by Tony Koester, took less than an hour. During that hour, several members of the Association were honored for their work.

During that hour, several members were honored for their contributions. Hal Carstens presented "Pioneer in the Hobby" awards to Ward Kimball, the Marklin Brothers, and M. Dale Newton. Pete Moffett presented three new Master Model Railroaders, including our third female MMR, Leslie Eaton of Houston, Texas. Congratulations to them, and to all MMRs of 1999.

Executive Director, Connie Rudder, presented two new awards. Dottie Finch, our tireless Train Show Administrator was honored for her work as Staff Member of the Year and Clark Kooning was honored as Volunteer of the Year for his efforts on the Modeling with the Masters program.

For my part, I was pleased to present the President's Award to Jim Thompson, NMRA Legal Counsel, NMRA Conformance Chair John Nawn, and Vice President Allen Pollock. Each of these individuals performed outstanding service to NMRA over the past few years and was richly deserving of these honors.

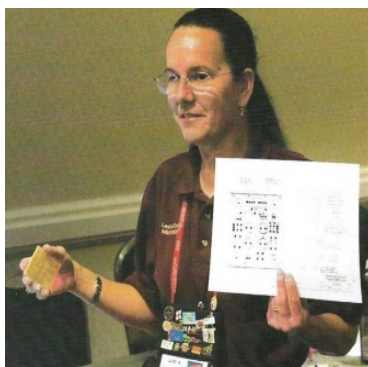
The Honors Committee and the Board of Trustees bestowed two Distinguished Service Awards (DSA). Lee Riley of Bachmann Industries was honored for his years of service to NMRA and the hobby. Lee, as you may know, is a very creative man. He is the driving force behind many of the innovations by Bachmann and before them other hobby manufacturers. Among his recent accomplishments are the large scale logging locomotives, the On3 passenger cars and HO Consolidation that earned Model of the Year recognition. Over the years, Lee has been behind many more models for various manufacturers. Our hobby is much the richer for his contributions.

Bob Charles

The second DSA went to keynote speaker Tony Koester. Tony is well known across the hobby for his years as Editor of *Railroad Model Craftsman,* "Trains of Thought" columnist for *Model Railroader,* clinician at many conventions, and his famous Allegheny Midland Railroad. That Tony was maneuvered to attend the banquet to receive this award added to his surprise and to the delight of those in attendance. Tony's writing has had great influence in the development of our hobby over the last 30 years. This award recognizes his efforts and impact.

The Honors Committee and the Trustees also awarded two Honorary Life Memberships (HLM). This award, the highest that the Association can bestow for service, is a rarity. The fact that there were two in this one year is quite unusual. The first, No. 38, went to Eric Lundberg. Eric was honored for his 25-plus years of service at the national level as president, area vice president, trustee and Publications Department chair. As Publications chair and president, Eric had great and very positive influence over the development of the NMRA as an association through his tenure.

HLM No. 39 was presented to Tom Draper. Tom served the association from 1980 to 1998 as NMRA treasurer. During Tom's tenure, the NMRA moved to its own Headquarters in Chattanooga, and Tom was instrumental in managing the business aspects of this move. Throughout his 18 years of service, Tom made sure that our financial house has been in order. NMRA treasurer is a very challenging and time-consuming job. The fact that he accomplished it while residing outside the United States for almost half of that time speaks volumes of Tom's dedication to the association.

As you can see, a lot of important business was accomplished in a very short time. Those in attendance had a very enjoyable time. How about next year? In San Jose, we will hold our millennium banquet aboard the USS Hornet with a beautiful view of San Francisco Bay. Included in the cost of the banquet will be your transportation and a tour of this marvelous WWII aircraft carrier, once the pride of the fleet. Make your plans now, because this is one banquet event is one you won't want to miss!

1999 September **Leslie Eaton Becomes NMRA's 3rd Lady MMR**

In addition to becoming MMR #289, Leslie is rocket scientist! She works for NASA. We have some brilliant people in the NMRA.

1999 September **Cyder Belt Division of British Region 25 years!**

Region Roundup

Conducted by Jim Zinser
NCR Trustee

First NMRA division celebrates 25th

It's fall again already. Cooler, shorter days are ahead, the smell of leaves in the air and school underway. Hopefully you're enjoying it, perhaps by spending time in the basement with your pike, or preparing that garden railroad for winter. Or perhaps you're taking a belated summer vacation at the beach this copy of the *Bulletin* and a cold drink at your side. If the latter is the case, take a long sip, sit back, relax and enjoy this tour of the NMRA by way of division and region newsletters from around the world. And I do mean just that.

We start in the British Region where the Cyder Belt Division just celebrated its 25th anniversary. President Michael E. Spray saluted the group by way of his column in the region's *Roundhouse* magazine. The division was founded back in 1974 in Cheltanham, England. Its name was inspired by the Cotton Belt. But since the division was located in the cider-producing counties in the west of England, the name was changed slightly to acknowledge the local beverage of choice. But the most interesting aspect of all was the fact that the Cyder Division was not only the first division to be formed in the British region, but the first division of the NMRA in the world! Congratulations to the Cyder Division. You folks really started something, and all the rest of the divisions in the rest of the world are, I am sure, very happy you did.

Division meets despite snow

Now on to Canada. Easter weekend brought more than just eggs and a big bunny to the Pacific Northwest's Seventh Division. They held a meet in Kamloops, British Columbia that weekend. The division's *Bulletin Board* reports fabulous layouts, great clinics and an excellent banquet were enjoyed by all. The only thing they didn't enjoy was the twelve-inch-to-the-foot scale snow and wind that were an unplanned feature of their springtime weekend.

Layout a hit at AFL-CIO show

Now let's head south of the border—to the New Jersey Division of the Mid East Region. We've all seen modular layouts at conventions, train shows and in shopping malls. But how about an AFL-CIO trade show? From the division's newsletter called *Clinkers* (love the name), comes a report about how the local N-trak group did just that.

Back in May, The Jersey Southern N-trak group set up a 20' by 20' layout at the new convention center in Atlantic City for the edification of attending union members and the general public as well. So what does a union trade show have to do with model railroading? Nothing really—except that the union does represent the workers of the real railroads of the area, many of whom had representatives on hand as well. No word as to whether or not the union tried to organize the N-scale workers on the modular layout, but stay tuned.

The moral of this story is don't overlook any opportunity to bring the good word about the hobby and the NMRA to the public, no matter how unusual the venue.

Continued on Page 66

1999 September

Modeling with the Masters. Clark Kooning reported....

Modeling With The Masters

1999

Niagara Frontier Region trustee and "Modeling with the Masters" creator Clark Kooning reported that the first session of this new program was a huge success. Held in March at NMRA Headquarters in Chattanooga, the weekend-long class allowed the 28 attendees to learn the fine points of the hobby from a "faculty" of Master Model Railroaders.

For two days the students painted, plastered, weathered, built from scratch, "grew" trees and, in general, had a great time. Student and NMRA Legal Council Jim Thompson had the dubious distinction of winning the program's first "Thumbs Award" for cutting himself with a hobby knife. No word at this writing as to whether or not he intends to sue anyone.

Based on the success of the first session, a second has been scheduled for October, again at NMRA HQ. For those of you not within easy striking distance of Chattanooga, good news. In future years, Modeling with the Masters will go on the road (I mean the tracks). The first stop will be Denver sometime next year.

And by the way, if you're an MMR and a good teacher, Clark Kooning would like to talk to you. He's recruiting instructors for the program. If you'd like to help, contact him directly. You'll find his address and phone number on the masthead page of this *Bulletin*.

1999 October

Bruce W. Burbank earns MMR No. 280

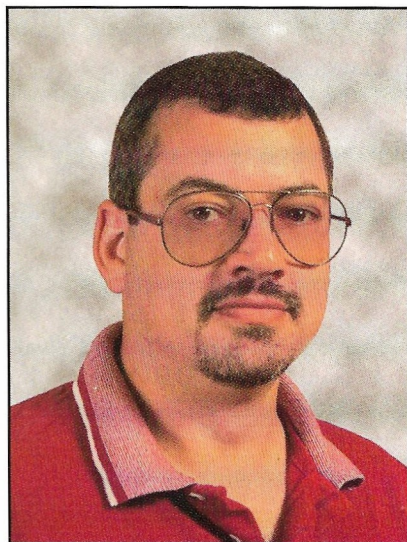
Harry E. Sage Jr. earns MMR No. 282

Clyde Queen Jr. earns MMR No. 283

Larry S. Cannon earns MMR No. 284

Daniel E. Williams earns MMR No. 285

Jack Dreibus earns MMR No. 286

1999 October **RONALD EDWARD GAINES TRIBUTE**

Ron Gaines

By Bob Charles,
President

On Sept. 28 the NMRA experienced a huge loss with the sudden death of Technical Department Chair Ronald Edward Gaines. He was 39. Ron, a Professional Engineer by trade, accepted the Chairmanship of the Technical Department in 1994. His influence in development of the NMRA DCC Standards and the interactions of the DCC Working Group cannot be underestimated.

Under Ron's guidance, the Conformance and Inspection program became a very active group, culminating in the issuance of over 100 conformance warrants during 1998 alone.

At the time of his passing, Ron was deeply involved in review and updating of many of the Standards and Recommended Practices of the association. This tremendous activity has benefited all model railroaders, and is but a small part of his contributions to NMRA.

Ron's hobby interests centered on his beloved Union Pacific. At the time of his death, he was in the process of moving his railroad from his former home of Haddonfield, N.J., to his new home in Kentucky. He was an active participant in the New Jersey Division and the Mid-Eastern Region, and one of the key managers of the 1993 Valley Forge Express.

Ron is survived by his fiancee Melissa, his Mother and three brothers. Melissa has asked that an endowment be established in his memory. This fund will be called the Ron Gaines Youth Endowment, and will be dedicated to promoting programs to develop the young modelers of the future. The NMRA Junior College Program would be an example of an eligible program. Any who wish to memorialize Ron may make their contributions to that fund.

All segments of the hobby will, with his family, mourn his passing. On a very personal level, Ron was like a son to me. You will understand, then, when I say, "Goodbye, son, we'll miss you terribly."

1999 December, it was announced that MMR #1 Douglas Smith had died. Doug was also the FIRST Chair for the entire AP.

MMRs 156-291 awarded in the 1990s. 135 MMRs in 1990s.